

Royal Geographical Society of
Australasia. South Australian Branch.
Proceedings
1912/13

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1912/13



Royal Geographical Society of Australasia :

SOUTH AUSTRALIAN BRANCH

PROCEEDINGS OF THE SOCIETY

FOR THE

SESSION 1912 - 1913.

VOL. XIV.

The Council desire it to be understood that in giving publicity to the
Papers read before the Society, or printed in their proceedings,
they accept no responsibility for opinions or
statements expressed therein.

ADELAIDE :

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1913



PROCEEDINGS

OF THE

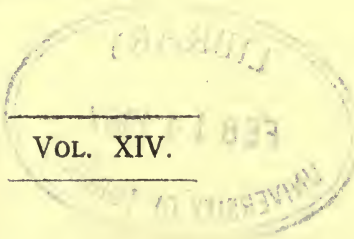
Royal Geographical Society

OF

Australasia :

SOUTH AUSTRALIAN BRANCH.

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Royal Geographical Society of Australasia.

SOUTH AUSTRALIAN BRANCH.

1912-13.

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His Excellency the Governor, Admiral Sir Day Hord Bosanquet,
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 M.D., J.P.
 Rounsevell, Horace
 Russell, His Honor, J. G.
 I.S.O., S.M.
 Russell, Wm.
 Sanderson, F. V.
 Sanders, C. J.
 Sawers, E. D.
 Scales, C. A.
 Scammell, L. R.
 Scammell, F. G.
 Scammell, W. J.
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 Schultz, C. J.
 Scott, W. C.
 Searcy, Arthur, J.P.
 Shiels, John
 Shierlaw, S. B.
 Sholl, L. H., C.M.G., I.S.O., J.P.

Simpson, A. A.
 Smith, Tom Barr
 Smith, Sir E. T., K.C.M.G.
 Smith, E. M., J.P., Surveyor-
 General
 Smyth, C. E. Owen, I.S.O., J.P.
 Snow, F. H., J.P.
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 Sowden, W. J., J.P.
 Stacy, W. T.
 Stewart, Graham, J.P.
 Stirling, Professor E. C., C.M.G.,
 M.D., D.Sc., M.R.C.S., F.R.S.,
 M.A.
 Stone, Charles, J.P.
 Sutherland, H. D.
 Tepper, J. G. O.
 Thomas, Evan Kyffin
 Thomas, Right Revd. A. Nutter,
 D.D., Bishop of Adelaide
 Toms, H. H.
 Tregenza, E. J., J.P.
 Van Senden, E. W., J.P.
 Vicars, Jas.
 Walkley, Arthur J.
 Wallmann, G. A.
 Wallis, Hon. F. S., M.L.C.
 Ward, Keith
 Ware, W. L., J.P.
 Way, Right Hon. Sir Samuel,
 Bart., P.C., D.C.L., LL.D.
 Webb, Noel
 Wicksteed, W.
 Wilkinson, W. B., J.P.
 Wilson, Right Rev., Bishop
 D.D.
 Wood, Peter
 Wood, Miss Mary
 Woods, J. J.
 Young, R. Scott

THE LIBRARY.

DONATIONS AND ADDITIONS TO THE LIBRARY.

- | | |
|---|---------------------------|
| Royal Geographical Society, London, | The Secretaries. |
| Imperial Institute, London, | The Secretary. |
| Royal Colonial Institute, "United Empire," | The Secretary. |
| British Association for the Advancement of Science,
London, Dundee, 1912, | D. J. Howarth, Esq., M.A. |
| Australasian Association for the Advancement of
Science, | The Secretary. |
| The Geographical Societies of Liverpool, Manchester,
and Edinburgh. | The Secretaries. |
| Societe de Geographie, Paris, | Le Directeur. |
| Societe de Geographie, Commerciale, Paris, | Le Directeur. |
| Les Societies Geographie Havre, Tours, Marseilles,
Geneva, Neuchatelois, Finland, Lima, Tokio, | Les Directeurs. |
| Societe Generale D'Imprimerie, Geneva, | Le Directeur. |
| Royal Society of Dublin, | Dr. A. H. Foord, F.G.P. |
| Royal Society, Edinburgh | G. Chrystal, Esq. |
| Natural History Society, Glasgow, | Jas. Mitchell, Esq. |
| The Glasgow Naturalist, | The Secretary. |
| Bulletin der Muse, Oceanographique, | Prince Albert de Monaco. |
| Royal Asiatic Society, Calcutta, | Hon. Secretary. |
| Royal Asiatic Society, Bombay, | The Librarian. |
| Royal Asiatic Society of Ceylon, Colombo, | G. Joseph, Esq. |
| Academy of Antiquities, Stockholm, | Dr. Blumberg. |
| Geographical Society, Christiana, | Victor Engahin, Esq. |
| Minister Public Instruction, Christiana | Le Directeur. |

- Geografisk Tidsskrift, Copenhagen,
 Professor Ole Olufsen.
 American Geographical Society, New York,
 The Librarian.
 American Museum of Natural History, New York,
 The Librarian.
 New York Public Library,
 The Librarian.
 Journal of Geography, University of Wisconsin,
 Madison, R. H. Whitbeck.
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 Library of Congress, Washington, Herbert Putnam.
 National Academy of Science, Washington,
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- Geological Survey of Canada, Ottawa,
J. Alexander, Esq.
- Zeitschrift zur Ethnologie, Berlin,
Hans Virchow, Esq.
- Zeitschrift des Gessellschaft zur Erdkunde, Berlin,
The Director.
- Verhandlungen des Naturwissenschaftlichen, Vereins.
Hamburg, The Director.
- Sociedad Geografia, Lima, The Director.
- Revue Internationale D'Ethnologie et de Linguiste,
Salzburgh, Dr. F. Hesterman, S.V.D.
- Geographische Mittielungen, Giessen,
Dr. W. Sievers.
- Schriften Schleswig, Holstein, Kiel, Le Directeur.
- Bavarian Academy of Science, Munich,
Ph.D. Hilsenbech.
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The Director.
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S. Percy Smith, Esq.
- South African Philosophical Society, Cape Town,
L. Peringuez, Esq.
- Annals of South African Museum, Cape Town,
The Trustees.
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- Royal Societies, Victoria, New South Wales, Queens-
land, and South Australia, The Librarians.
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Queensland Branches, The Secretaries.
Public Library and Museum, Adelaide, The Secretary.
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Commonwealth Bureau of Census and Statistics, Mel-
bourne, G. H. Knibbs, Esq.
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University of Sydney, A. Liversidge, M.A., LL.D., F.R.S.
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Department Mines, Records, Geological Survey,
The Minister.
Botanical Gardens, Sydney, J. H. Maiden, Esq.
Department Mines and Agriculture, Perth,
The Minister.
Department of Agriculture, Perth, The Minister.
Surveyor-General, Perth, Harry Johnstone, Esq.
Across Australia, 2 vols., Hon. J. Lewis
Four Fragments of Relics from the Dutch vessel
Zeewyck, wrecked on Gun Island in 1727.
Bernard Woodward, Esq., Perth.
Facsimiles of Royal and Other Charters in the British
Museum, Vol I., William I.—Richard 1, 1903.
Historical MSS. of Lord Fortescue, Lord Polwarth, Mr.
Stopford Sackville, Marquis of Salisbury, Duke of Port-
land, Marquis of Bath; Welch Language, Part IV.; Ameri-
can MSS. of the Royal Institution of Great Britain, Vol.
III.; Report Southern Hemisphere Surface Air Circulation,
1910; Catalogue Admiralty Charts; Catalogue Sailing
Directions, 1912; Results of Magnetic Observation for the
Year 1909; Supplement Australian Directory, Vol. II.,
Sixth Edition, 1907, Corrected to June, 1910; Report Inter-
national Map Committee, 1910; List of Oceanic Depth and
Serial Temperatures received at Admiralty during 1909,
By H.M. Government.
The Sources of the Finke River, C. Chewings,
By the author.
The North Pole and Bradley Land, By E. J. Balch.

PROCEEDINGS

OF THE

Royal Geographical Society of Australasia.

(SOUTH AUSTRALIAN BRANCH).

TWENTY SIXTH SESSION, 1912-13.

COUNCIL MEETINGS.

AUGUST 16, 1912.

Present—Mr. A. W. Piper (President), Honble. J. Lewis (Vice-President), Honble. F. S. Wallis, Messrs. S. Newland, C. J. Sanders, and T. S. Reed.

The President reported with regret the death of Mr. A. W. Dobbie, one of the Council members, and that he had written Mrs. Dobbie a letter, expressing sympathy with her and the family, and the high esteem in which Mr. Dobbie had been held, and that he had received an acknowledgment.

The President handed in a letter from Mr. G. Fowler Stewart, forwarding an official copy of the baptismal registry of John McDouall Stuart, and reported that he had acknowledged the same with thanks.

The President reported that the John McDouall Stuart Expedition Celebration Committee had resolved that the dies of the survivors' medal should be given to this society.

COUNCIL MEETING.

OCTOBER 4, 1912.

Present—Mr. A. W. Piper (President), Honble. J. Lewis (Vice-President), Honble. F. S. Wallis, Messrs. S. Newland, E. M. Smith, W. J. Sowden, E. H. Bakewell, H. P. Moore, W. B. Wilkinson, T. Gill, F. W. Giles, and T. S. Reed.

The following were elected as members:—Messrs. Noel Webb, H. H. Dutton, W. G. Auld, and Dr. Angas Johnson.

The Honorary Treasurer suggested the desirableness of publishing a number of copies "On the Currency and Coinage of South Australia" (now included in the Proceedings of Vol. XIII.) in book form, and laid before the Council an estimate of cost. Resolved that the President and Honorary Treasurer be empowered to take action in the matter.

SPECIAL GENERAL MEETING.

OCTOBER 30, 1912.

A special general meeting of members of the Royal Geographical Society was held in the Library on Wednesday afternoon, October 30, 1912, at 4 p.m.

Present—Mr. A. W. Piper (President), in the chair. Messrs. W. B. Wilkinson, W. L. Ware, H. P. Moore, J. G. O. Tepper, A. M. Simpson, E. M. Smith, W. J. Sowden, S. A. Davenport, and T. S. Reed.

The meeting was held for the purpose of electing a member of the Royal Geographical Society of Australasia. South Australian Branch, as member of the Board of Governors on the Public Library Board, in accordance with the provisions of the Public Library, Museum, and Institutes Act of 1909.

The Secretary reported that only one nomination had been received and laid on the table a nomination by Messrs. Eustace B. Grundy, K.C., and L. A. Jessop, of Mr. William Birkenshaw Wilkinson, of 122, Jeffcott-street, North Adelaide, with candidate's assent annexed.

The President declared Mr. Wilkinson duly elected.

The President congratulated Mr. Wilkinson.

Mr. W. J. Sowden, President of the Public Library Board, moved a hearty vote of thanks to Mr. Wilkinson for his past services, and referred to the value of the work done by him as member of the Board. Mr. W. L. Ware seconded. Carried unanimously. Mr. Wilkinson acknowledged the vote.

COUNCIL MEETING.

DECEMBER 20, 1912.

Present—Mr. A. W. Piper (President), Messrs. W. B. Wilkinson, E. M. Smith, Thos. Gill, T. S. Reed, and F. W. Giles.

The following were elected as members:—Miss Proctor, Messrs. S. A. Davenport, N. W. Pethick, P. S. Messent, I. R. Richardson, Commander Burford, Keith Ward, and Professor Lowrie.

The President laid on the table the dies of the medals presented to the Stuart Expedition survivors, and four copies of the medal in bronze, and reported having sent a copy of the medal to each of the Museums in the State capitals, also to the British Museum, Royal Geographical Society, Scottish Geographical Society, and Victorian Geographical Society.

Secretary reported the publication of Volumes XII. and XIII. of the Proceedings of the Society, and of the Currency Volume, and that they are now in the course of delivery.

Mr. Gill was congratulated by the Council.

FEBRUARY 14, 1913.

Present—Mr. A. W. Piper (President); Honorable Sir Langdon Bonython, Honorable F. S. Wallis, Messrs. S. Newland, W. B. Wilkinson, H. P. Moore, W. J. Sowden, A. M. Simpson, Thos. Gill, and F. W. Giles.

The following were elected as members:—Messrs. George McEwin, John Oswald McEwin, and Dr. W. P. Cormack.

The President referred to the death of Captain Scott and four companions on their return journey from the South Pole, and reported having sent condolence from the Society to Lady Scott in New Zealand, and by cable a message to the Royal Geographical Society, London, expressive of the Society's sorrow and admiration of the character and courage of Captain Scott and those with him.

Resolved that the Council records the Society's profound sorrow at the sad death of Captain Scott, Dr. Wilson, Captain Oates, Lieutenant Bowers, and Petty Officer Evans. It is grateful for their success in attaining the purpose of the expedition, and, while deeply sympathising with the bereaved relations, recognises that by their courage and noble self-sacrifice in the cause of science they have given a precious memory and example to the Empire.

The President reported that he had accepted an invitation from the Bishop of Adelaide to attend as a body the Memorial Service at St. Peter's Cathedral on Sunday, 16th inst.

The President read a letter from the Rev. A. E. Teece, as Secretary of a Co-Denominational Committee, to celebrate the centenary of the birth of David Livingstone on 19th March, and asking for the Society's recognition, and that the President would deliver an address.

Resolved that the Council willingly accords the support of the Society to the celebration of the centenary of the birth of David Livingstone, to honor and perpetuate the memory of his very great and self-denying work for geographical science and for humanity.

It was reported that the Government had placed the following names on the map of the coast, in accordance with the naming by the French discoverer, viz.:—

“Bay d'Anville” (on west side of southern extremity of Eyre Peninsula, opposite Sleaford Bay).

“Cape Carnot” (south end of Bay d'Anville).

“Cape Tournefort” (east end of Sleaford Bay).

“Jussieu Bay” (south-east of Sleaford Bay, between Cape Tournefort and West Point).

“Cape Colbert” (north end of Spalding Cove).

“Massena Bay” (north of Point Bolingbroke, Spencer Gulf).

“Fleurieu Peninsula” (the peninsula terminating in Cape Jervis).

“Cape Rouge” (formerly Shoal Point, south of Point Marsden, Kangaroo Island.)

Charts were furnished showing the places so named.

Resolved to send a copy of the chart to the French Geographical Society and the British Government.

The President and Sir Langdon Bonython to be a sub-committee to arrange as to publication of bestowal of these names on recommendation of the Society, and, if thought fit, to cable to England.

“Lake Bonney.”—The President to interview the Commissioner of Crown Lands as to cancelling the name of “Barnera” and restoring “Bonney.”

JUNE 24, 1913.

Present—Mr. A. W. Piper (President), Honorable J. Lewis (Vice-President), Honorable Sir Langdon Bonython, Honorable F. S. Wallis, Messrs. S. Newland, W. B. Wilkinson, E. H. Bakewell, E. M. Smith, Thos. Gill, and F. W. Giles.

The following were elected as members:—Messrs. Guy Halecombe, J. C. Gordon, and A. H. Dobbie.

The President reported that he had interviewed the Commissioner of Crown Lands respecting the alteration in the chart of Lake Barnera to Lake Bonney, and that he had written an official letter on the subject to the Commissioner of Crown Lands by his request; and that the Secretary had written a letter, a copy of which was read. Approved.

The President’s Report to be submitted at the forthcoming annual meeting was laid before the Council and approved.

The date of the annual meeting was fixed for Thursday, 17th July, at 3 p.m.

Resolved to ask his Excellency the Governor to preside

Resolved to recommend to the annual meeting:—

(A) That the rules of the Society be altered by inserting after Rule 29, the following Rule:—“At any general annual meeting or special general meeting

the Society may constitute any person a life member. A life member so constituted shall have all the Rights, Powers, and Privileges of an ordinary member, and no subscription fee shall be payable by him."

- (B) "That in grateful recognition of the very valuable service in many forms rendered to this Society from its foundation in 1885 to the present time by Thos. Gill, Esq., I.S.O., he is hereby constituted a life member of this Society."

ATTENDANCE ROLL DURING THE YEAR.

COUNCIL MEETINGS.

	No. of Meetings.
A. W. Piper, K.C., President	5
Honble. John Lewis, M.L.C., Vice-President . .	3
Honble. Sir Langdon Bonython, C.M.G., J.P. .	3
Honble. F. S. Wallis, M.L.C.	4
S. Newland, J.P.	4
W. B. Wilkinson, J.P.	4
E. H. Bakewell, J.P.	1
H. P. Moore, J.P.	2
Mr. Justice Buchanan, S.M.	0
W. J. Sowden, J.P.	2
A. M. Simpson, J.P.	1
T. L. Browne*	0
E. M. Smith, J.P.	3
T. S. Reed, J.P.	3
Thos. Gill, I.S.O.	4
F. W. Giles	4
C. J. Sanders	1

*Appointed December 20, 1912.

Royal Geographical Society of Australasia.

SOUTH AUSTRALIAN BRANCH.

ANNUAL MEETING.

July 17, 1913.

The Annual Meeting of the South Australian Branch of the Royal Geographical Society of Australasia was held at the Society's Rooms on Thursday afternoon, July 17, 1913.

His Excellency the Governor (Admiral Sir Day Hort Bosanquet, G.C.V.O., K.C.B.) presided.

His Excellency expressed pleasure at once again being present at the annual meeting of the Society. The events of the year, the record of which had been so ably placed before them in the address of the President, were, to their profound sorrow and regret, accompanied by incidents of an unusually sad and painful character. He referred to the tragic fate which overtook Captain Scott and his comrades during their return from the conquest of the South Pole. It was, he said, to their profound sorrow that they had to mourn the loss of these brave men, whose heroic hardihood, courage, and endurance had excited the admiration and sympathy of the whole world. The expedition which, under the leadership and guidance of Captain Scott, accomplished its object by reaching the South Pole, was fated never to return to the base from which it set forth. By no fault in the conception and organisation of the expedition did those brave men suffer; the failure of Captain Scott and his comrades to return was due to a series of mis-

fortunes. This Geographical Society was more intimately concerned with the results of the Australasian Antarctic expedition, which was under the leadership of that fine fellow, Dr. Mawson, of the Adelaide University. One was perhaps accustomed to associate the idea of professorship more with armchair philosophy than practical energy, physical strength, and determined leadership, but all these qualities were exhibited in a high degree by Dr. Mawson, and more especially in that terrible sledge journey from which he returned the sole survivor. The loss of his comrades, Lieutenant Ninnis and Dr. Mertz, with nearly all the food supply, left the leader in a position of exceptional danger, in which he had to depend entirely upon his own resources of hardihood and bodily strength. It was then that Dr. Mawson reaped the benefit of the efforts he had made in the preceding winters to harden himself by sleeping in the open, even in the boats of the "Governor Musgrave." The Society was profoundly affected with sympathy with the leader in the loss of his men and his own painful experience. His Excellency went on to refer to the selection of Mr. Madigan to take charge of the party that remained at Adelie Land to await Professor Mawson's return. Mr. Madigan, as Rhodes scholar, felt he was losing much by staying, but he never hesitated for one moment. In his letter to the Chief Justice he said he felt he was losing much by staying another year, but must do so at all costs. He said, "I am a member of the expedition and cannot desert it when it needs me." Captain Davis, in the Aurora, had an unfortunate experience in the loss of his anchors, a loss the seriousness of which could probably only be realised by a sailor. Captain Davis was placed in a most difficult position, but he took the wisest course, and probably the safety of the ship and that of the whole expedition was the result of his decision. A ship without sufficient ground tackle could only maintain an indicated situation by an enormous expenditure of fuel, an expenditure which if incurred might have precluded the Aurora from returning to Australia. They hoped with all their hearts that nothing would occur to prevent the safe return of the whole of the remainder of the party in January next. When they returned they would be welcomed with rejoicings and acclamations by all the people of Australia. His Excellency recalled the fact that during the year the hundredth anniversary occurred of the birth of David Livingstone. He was, he regretted, unable to be present

at the Livingstone centenary celebrations, but he thought there was one interesting incident bearing upon the life and explorations of that wonderful man which was not related elsewhere. The services of Livingstone to the geographical world, as well as to the cause of missionary endeavor, were eulogised and commemorated at those celebrations in speeches of remarkable fervor and eloquence, but there was one fact in regard to the origin of Livingstone's life work in geographical discovery which he had not seen mentioned. He referred to the connection between Livingstone's discoveries and the ancient maps of the interior of Africa compiled by the Jesuit priests, who in the earliest dawn of geographical discovery and missionary labor traversed Central Africa. In 1860, when his Excellency was a midshipman serving in H.M.S. Chesapeake, a 50-gun frigate, on a voyage home from China, he visited Cloete's wine factory at Constantia, near Cape Town, and he saw, hanging on the wall in one of the cellars, a very large map of Central Africa, which had been in the possession of the Cloete family for a hundred years. At that time the maps of Africa showed a blank in the centre of the Continent, but the old map of the Jesuit priests was closely filled with delineations of lakes, mountains, and rivers, which were at that time quite unknown to geographers. Mr. Cloete told him that Livingstone had years previously spent several days with him and had closely examined and transcribed portions of the map. His Excellency said he carefully examined the map himself and observed an unusual circumstance. Although the latitude of the lakes and mountains was erroneous, the longitude was comparatively correctly indicated. He believed only one other copy of that map existed, and that was in the Escorial, at Madrid. The one he saw was brought by the Cloete family to the Cape. The map had no date, but the border was ornamented with a flower which grew only on Table Mountain. The map, therefore, must have been compiled by the Jesuit priests at some period immediately after the first Dutch establishment at the Cape in 1652. Geographers, finding, no doubt, that some of the features delineated, were non-existent at the positions indicated, rejected the whole map as mythical; but Livingstone wisely considered there must be some truth in it, and was rewarded by finding some of the places, but south of the latitudes shown. That was the secret of his constant determination to continue his exploration. Having viewed the

position of the southern lake, Lake Nyassa, he would have become aware of the probability of finding the remaining geographical features indicated on the map, but at some considerable distance south of the place marked. He would be loth to leave his work until he had found these other features in the watershed of Central Africa and in the sources of the Nile. Maps, his Excellency said, were of great interest to himself. Charts were representative of an old sailor's life's work. He came to think of them as friends. There were times when the traveller of the ocean, surrounded by the darkness or enveloped in mists, and with his vessel buffeted by the angry waves, found in his maps helpers indeed. Let them journey around the world twice, and observe for themselves some of the wonders of the seas, and they would feel for maps and for geography a deep and lasting interest. He impressed on them the value of maps for the teaching of geography in the schools. Maps are the things to promote a real interest among the children. The other day he went to a school and asked several of the children how much they knew about the struggle in the Balkans, and if they could point out to him some of the places of interest, such as Constantinople, Adrianople, and where the fighting was going on. But the children knew, little or nothing about the Peninsula, so he sent the head-teacher an up-to-date map of the Peninsula, giving a really good idea of the war situation, and he hoped the children would be able to learn something of what is going on. Give the children maps and they would soon learn the geography of a country. For himself, he could say that he was constantly using them. In his rooms at Government House he had charts of every inch of the coast, and he was always studying them to improve his knowledge of the geography of the State. Yes, they wanted good, accurate maps. Get them—great big things, staring them in the face, and they would picture what the country was like. He loved them. His Excellency concluded:—"The work of the Society is admirable and deserves the support of all the citizens of Australia. I wish it a continuance of that support in even a greater degree than heretofore. I also desire to thank the members and officers for their consistent kindness to me ever since I arrived in South Australia, which I shall ever remember with pleasure and satisfaction to the last day of my life. I say this because I am afraid this is the last occasion I shall have the pleasure of attending your annual meeting."

The President (Mr. A. W. Piper, K.C.) presented his report as follows:—

During the past year your Council has held five meetings. The membership of the Branch has increased and now stands at 202.

We regret the loss by death of two of your Society's Councillors, Mr. A. W. Dobbie and Mr. W. P. Auld. Each had acted on your Council for many years and had given devoted and much-valued service. Mr. Dobbie was seriously ill at the time of our last Annual Meeting, and died on July 18, 1912. He was well known and highly respected in the scientific and commercial circles of the State and his death is widely lamented. Mr. Auld was one of John McDouall Stuart's party which crossed the Continent from South to North and back in 1861-62 and his special interest in exploration, and in development of the resources of the Northern Territory and the interior of the Continent, never waned. To our joy he was able to be present at the celebration of the jubilee of the great feat in which he participated, but his health was already failing, and he passed away a few weeks later, on September 2, 1912. He also was well known in business circles, and loved by all who knew him. We have also to record with regret the death of Messrs. John Moule and W. E. Dalton.

The vacancies on your Council were filled by the appointment of Mr. E. M. Smith, the Surveyor-General, and Mr. T. L. Browne, and we have been glad to receive the co-operation and help of these gentlemen.

Lectures have been delivered under the auspices of the Society as follows:—On September 12, 1912, by the Right Rev. Bishop Wilson, D.D., on "Melanesian Natives: their Habits and Customs," and on June 13, 1913, by Mr. M. M. Maughan, B.A., acting Director of Education, on "The Teaching of Geography."

In October Mr. W. B. Wilkinson was again unanimously elected this Society's representative on the Board of Governors of the Public Library, Museum, and Art Gallery, a position in which he continues to render valuable service to the public. Many additions have been made to the York Gate Library during the year. We again record our thanks to the Federal and State Governments and numerous Societies and persons for presentations of transactions, reports, books, and other matter.

We have issued Vols. XII. and XIII. of the "Proceedings of the Society," with specially interesting accounts of Flinders' relations with the French, and, as a supplement, a very interesting and valuable book on "The Coinage and Paper Currency of South Australia," by the Hon. Treasurer, Mr. Thomas Gill, I.S.O., to whose industry and research we are greatly indebted. His book has also been issued as a separate volume and a large number of copies have been sold.

The centenary of David Livingstone's birth occurred on the 19th March. Missionary Societies of several denominations formed a local Celebration Committee, under whose auspices a large and enthusiastic public meeting was held in the Pirie-street Methodist Church. At the invitation of the Committee, your Council gave the Society's support to the celebration and your President delivered an address on "Livingstone the Explorer."

It is not too early to draw the attention of the Society to the meetings of the British Association for the Advancement of Science, which are to be held in Australia in August, 1914. The members of the Association will spend some days in Adelaide and a strong representative Committee has been formed to arrange for their reception, business, and entertainment here. The event will be of national importance, and I am sure our members will do all in their power to promote the objects of the visit and delight the visitors.

THE STUART TRANSCONTINENTAL EXPEDITION JUBILEE.

On July 25, 1912, a large number of representative citizens attended a banquet at the Town Hall to mark the Fiftieth Anniversary of John McDouall Stuart's arrival at the sea coast on the north. His Excellency the Governor presided. Four of the five then surviving members of the expedition were present—Messrs. Auld, King, Nash, and McGorrery. Mr. Billiatt, the fifth, has resided in England for many years. A valuable gold medal, obtained by a public subscription and struck in Adelaide as a memorial of the Jubilee, was presented to each of the five. Mr. Billiatt's being forwarded to him by the courtesy of the Treasurer through the Agent-General. The Government also marked the occasion by the presentation of a gold watch and chain each to Mr. Auld and Mr. Billiatt, and

by money grants to Messrs. King, Nash, and McGorrrery. A report of the banquet will be included in the next volume of this Society's proceedings. Arrangements are being made for the erection of an obelisk on the site at Chambers Bay of the tree (now burned down), which Stuart marked on the 24th July, 1862.

THE BRITISH ANTARCTIC EXPEDITION DISASTER.

In reviewing the geographical work of the year the first subject that comes to all men's thoughts is the tragic ending of Captain Scott's journey to the South Pole. At our last Annual Meeting we knew of nothing later than Captain Scott's message of January 3, 1912, written "within 150 miles of the Pole," and reporting that "So far all the arrangements had worked out satisfactorily." We could not know then that for more than three months the noble leader and his four companions—Captain Oates, Lieutenant Bowers, Dr. Wilson, and Petty-Officer Evans—had lain dead in Antarctic ice and snow. This sad truth was published to the world on the return of the Terra Nova to New Zealand early in February of the present year.

The party had reached the Pole on the 17th January, 1912, and found the records left there by Amundsen a month before. Having taken observations and planted the Union Jack on the spot they calculated to be the Pole, they began their northward return. Progress at first was good and Dr. Wilson and Lieutenant Bowers were able to make geographical investigations and collect specimens before and while descending the Beardmore Glacier. But a little later difficulties faced the men and Petty-Officer Evans fell ill and on the 17th February he died. Not long after this Captain Oates became badly frostbitten in hands and feet. He bore intense suffering for weeks without complaint and then on the 16th March, to take the burden of himself from his fellows, he heroically walked out from them to lonely death. Scott, Wilson, and Bowers continued their journey, but not for long. On November 12, a relief party that had started southwards from the base as soon as the close of winter would allow, came to a tent in which the bodies of these three lay. There, too, was found Captain Scott's diary containing, under date 25th March, 1912, the following message to the public:—

- “The causes of this disaster are not due to faulty organisation, but to misfortune in all risks which had to be undertaken.
- “1. The loss of pony transport in March, 1911, obliged me to start later than I had intended, and obliged the limits of stuff transported to be narrowed.
- “2. The weather throughout the outward journey and especially the long gale in 83 deg. south, stopped us.
- “3. The soft snow in the lower reaches of the glacier again reduced the pace.
- “We fought these untoward events with a will, and conquered; but it ate into our provisions reserve.
- “Every detail of our food supplies, clothing, and depots made on the interior ice-sheet and on the long stretch of 700 miles to the Pole and back worked out to perfection.
- “The advance party would have returned to the glacier in fine form and with a surplus of food but for the astonishing failure of the man whom we least expected to fail.
- “Seaman Edgar Evans was thought the strong man of the party, and the Beardmore Glacier is not difficult in fine weather.
- “But on our return we did not get a single completely fine day. This, with a sick companion, enormously increased our anxieties.
- “I have said elsewhere we got into frightfully rough ice, and Edgar Evans received a concussion of the brain.
- “He died a natural death, but left us a shaken party, with the season unduly advanced.
- “But all the above enumerated were as nothing to the surprise which awaited us on the barrier.
- “I maintain that our arrangements for returning were quite adequate, and that no one in the world would have expected the temperature and surface which we encountered at this time of the year.
- “On the summit in Lat. 85 deg. to Lat. 86 deg., we had minus 20 deg. to minus 30 deg. On the

Barrier in Lat. 82 deg. 10,000 ft. lower we had minus 30 deg. in the day, and minus 47 deg. at night pretty regularly, with a continuous head wind during our day marches.

“It is clear that these circumstances come on very suddenly and our wreck is certainly due to this sudden advent of severe weather, which does not seem to have any satisfactory cause.

“I do not think human beings ever came through such a month as we have come through, and we should have got through in spite of the weather. but for the sickening of a second companion, Captain Oates, and a shortage of fuel in our depots for which I cannot account, and, finally, but for the storm which has fallen on us within eleven miles of our depot, at which we hoped to secure the final supplies.

“We arrived within 11 miles of our old “One Ton” camp with fuel for one hot meal and food for two days.

“For four days we have been unable to leave the tent, a gale blowing about us.

“We are weak, writing is difficult, but for my own sake I do not regret this journey, which has shown that Englishmen can endure hardship, help one another, and meet death with as great a fortitude as ever in the past.

“We took risks—we knew we took them.

“Things have come out against us, and therefore we have no cause for complaint, but bow to the will of Providence, determined still to do our best to the last.

“But if we have been willing to give our lives to this enterprise, which is for the honor of our country, I appeal to our countrymen to see that those who depend on us are properly cared for.

“Had we lived, I should have had a tale to tell of the hardihood, endurance, and courage of my companions, which would have stirred the heart of every Englishman.

“These rough notes and our dead bodies must tell the tale, but surely, surely, a great rich country

like ours will see that those who are dependent upon us are properly provided for.

(Signed) R. F. SCOTT.

March 25, 1912."

The Empire mourns the fate of these brave men and honors their memory. Captain Scott's assured faith that his country would properly provide for their dependents was not misplaced. Your Council communicated expressions of sympathy to Mrs. Scott and, through the Royal Geographical Society of England, to the relatives of his fallen comrades, and placed on record its admiration of their courage and its sorrow at their death. Captain Scott's wife has been given by the King the rank she would have if he had been created a K.C.B.

Sad beyond words as the end of the Polar Exploration has been, the record of the bravery, self-sacrifice, and devotion to high sense of duty of Captain Scott, Dr. Wilson, Captain Oates, Lieutenant Bowers, and Petty-officer Evans will abide with our race as a precious and inspiring treasure.

Of the work generally of the British Expedition not much can be said. Diaries and records have been taken to England and publication will be made in due time. A northern party of six, Lieutenant Campbell leading, had its share of difficulty. It had been landed in Terra Nova Bay on January 8, 1912, for a month's exploration, but owing to the state of the sea the ship was unable to get into the Bay again to pick them up and had to leave them to their own resources. They suffered a good deal from frostbite and illness and were unable to begin a return journey over the ice until September 30. They had subsisted mainly on seal meat, but on their journey discovered a food depot. They reached the base of Cape Evans on November 7. They had kept meteorological records and also recovered Professor David's geological specimens left during Shackleton's Expedition. Scientific work was, of course, carried on at the base during the winter, and an ascent was made of Mount Erebus. It is not to be doubted that the fruits of the expedition will include substantial and valuable additions to meteorological and geological knowledge. The Terra Nova with the surviving members of the Expedition reached Oamaru, New Zealand, on February 10, 1913.

THE AUSTRALASIAN ANTARCTIC EXPEDITION.

Unhappily, the foregoing record of the Antarctic's recent and heavy toll is not complete. About a fortnight after Captain Scott's death became known to us Dr. Mawson succeeded in communicating by wireless telegraphy the information that two of his eastern party (Lieutenant Ninnis and Dr. Mertz) were dead. It has since been ascertained that a sledging party of three—Dr. Mawson, Lieutenant Ninnis, and Dr. Mertz—on December 4, 1912, were exploring the new coastline 300 miles south-east of the eastern winter quarters. Lieutenant Ninnis "with one dog team and almost all the food disappeared in an unfathomable crevasse." Mawson and Mertz struck out for the hut, had bad weather, and subsisted chiefly on dog flesh. On January 17, 1913, Dr. Mertz died from causes arising from malnutrition. Lieutenant Ninnis was a young Englishman, son of one who had Polar experience in the Nares expedition of 1875-6. Dr. Mertz was a Swiss biologist. Both were fine, capable men. Australians sympathise with relatives thus bereaved, and with the leader of the expedition in the loss of the men, and in his painful experiences.

The majority of the members of this expedition returned to Australia by the *Aurora*, which reached Tasmania on 14th March last. Dr. Mawson and six others are still in Adelie Land, their detention being a consequence of the difficulties encountered on the sledging journey just spoken of. Dr. Mawson, returning alone, reached the base on February 8. From the 13th January the *Aurora* had been, first at Commonwealth Bay, the site of the headquarters, preparing to take home the main party and the leader, then cruising along the coast searching for him and his two late sledging companions. He himself was expected at the base on the day the *Aurora* had arrived. Captain Davis knew, and felt, the need for moving away to embark the western party before the sea was frozen over. At length he resolved that he must go to the west, leaving six men with provisions and dogs to remain at the eastern base. Mr. Madigan, our Rhodes Scholar, as leader, and Messrs. Hodgman (of Adelaide), Bage (of Melbourne), Mclean (of Sydney), Bickerton (of London), and Jefferies (wireless operator) went ashore, and the ship steamed out of the bay. But within about eight hours the ship received a wireless message to go back, as Dr. Mawson had returned.

Captain Davis obeyed as far as he could, but was unable owing to a hurricane to connect with the shore. He, therefore, greatly impressed with his responsibility respecting the western party 1,200 miles away, took the members of the party who were aboard the ship into his counsels, and with their unanimous consent and approval went to the relief of Lieutenant Wild and his men. These he reached by rapid and skilful navigation, and embarked them all alive and well, but three weeks after the time originally appointed; so late, indeed, that provision was already being made at the camp for staying through the winter.

We must await the return of the leader for any full account of the work of either his land expeditions or the *Aurora* on the ocean. It is reported that the western party (Wild's) took formal possession for Great Britain of the area from Kaiser Wilhelm Land eastward to longitude 101 deg. 30 min. east and south latitude 77 deg. 30 min. from a coastline running east and west almost on the Antarctic circle, and this has now been named Queen Mary Land. Dr. Mawson has called a tract further east, between Victoria Land and Adelie Land, King George V. Land. During the ocean work of the *Aurora* a shallow bank 200 miles south of Hobart and nearly as large as Tasmania was discovered—a probable indication of a former land connection between Australia and Antarctica. The scientific results of the expedition when published will undoubtedly be of great value, and will be the richer for Dr. Mawson's enforced stay through the present winter. The self-denial of the six, who being aboard ship for home, returned ashore to await their leader, claims our recognition. Fortunately the wireless apparatus, which had been almost useless until February, is now working well. In a message dated April 2, Dr. Mawson expressed his desire that the *Aurora* should leave Australia in November next, pick up the Macquarie Island party, and reach Adelie Land about December 10. If ice conditions permit this last item of the programme to be achieved, the leader and his comrades will be back early in January next. Wireless advices state that all are well, and all instruments in good order. Messrs. Kennedy, Moyes, and Correll (South Australians) returned in excellent health about the end of March. May I add that by no means sufficient funds have, I understand, yet been raised to meet the cost of the expedition, increased as it is by this year's extra expense. I trust that Australians

will patriotically contribute not merely what may be an absolutely necessary minimum, but enough to enable the work, including the important oceanographical work, to be thoroughly well done.

OTHER ANTARCTIC EXPEDITIONS.

Captain Amundsen's observations in the Antarctic have been calculated out at the University of Christiania, and it is considered that Polheim, where he left his tent and records, is about $1\frac{1}{2}$ nautical miles from the South Pole, but those of his party who went four miles further on probably passed within a few hundred yards of the Pole. A sad occurrence connected with Captain Amundsen's journey was the death of Captain Hjalmar Johansen by his own hand at Christiania on 3rd January. He had taken part in Nansen's expeditions in 1893 and 1895, and went with Amundsen to the Antarctic continent. He seems to have suffered much depression when not employed in the polar regions.

Lieutenant Filchner's German expedition returned from the Weddell Sea to Buenos Aires in January. It appears to have reached the "farthest south" for that part of the continent, namely, 79 deg. New land in continuation of Coats' Land was discovered from 76 deg. 35 min. S. to 79 deg., and named Prinz Regent Luitpold Land. An ice barrier was christened Kaiser Wilhelm Barrier. An attempt was made to establish winter quarters in a small bay near 78 deg. S., called Vahsel Bay, after the captain of the expedition's ship Deutschland, but the ice floe on which the house was being erected was carried away. The ship was imprisoned in ice, and drifted from March to November, 1912. It is reported that a sledging party found no trace of land in the position assigned to "New South Greenland." The expedition will probably return to the south at the end of this year.

A French military aviator is, as this report is being written, about to lead a scientific expedition—provided with two aeroplanes—from France to the Antarctic.

THE COMMONWEALTH.

In Australia during the past year no exploration work of special note has been done. The building of the Federal capital city was inaugurated in March last, under the name "Canberra," which the site already bore. The

Commonwealth Government has recently begun on the Port Augusta to Kalgoorlie railway route, a trigometrical survey, which it is intended shall ultimately extend over the whole continent; and the Government is about to prepare an official atlas of Australia to contain a large number of maps giving scientific and statistical information.

The South Australian Government, acting upon recommendation of your Council, has placed upon the map of the coast a few names bestowed by Baudin in 1802 (see our report of July, 1911). Except in one case (that of a place which bore the indistinctive name of Shoal Point) none but the French names have been known for the places, and no existing name has been removed from the charts. The names now set down are as follows:—

“Bay D’Anville” (on west side of southern extremity of Eyre Peninsula, opposite Sleaford Bay).

“Cape Carnot” (south end of Bay D’Anville).

“Capt Tournefort” (east end of Sleaford Bay).

“Jussieu Bay” (south-east of Sleaford Bay, between Cape Tournefort and West Point).

“Cape Colbert” (north end of Spalding Cove).

“Massena Bay” (north of Point Bolingbrooke, Spencer Gulf).

“Fleurieu Peninsula” (the peninsula terminating in Cape Jervis).

“Cape Rouge” (formerly Shoal Point, south of Point Marsden, Kangaroo Island).

I mentioned last year that Mr. Dodd had been commissioned by the Board of Governors of the Public Library to collect fauna specimens in North Australia for the Museum. By the courtesy of the Board we have been furnished with some particulars of his work in the north-west of the continent, and these show that he has well employed the time that has been available to him for actual collecting. He has sent in a large number of various forms of animal life, including many species of birds and mammals new to our Museum. The Board has lately decided to continue Mr. Dodd’s commission to enable him to collect at Bathurst and Melville Islands—the zoology of which is little known—and at Darwin. Nearer home Captain S. A. White and Mrs. White, have during the year, made a close and successful search through the Gawler

Ranges for their bird life, making collections at the same time of reptiles, bats, insects, and botanical specimens.

NEW GUINEA.

The Lieutenant-Governor of Papua (Judge Murray) some months ago paid a visit to the Mafulu district and Upper Vatapu River, and made some interesting notes respecting the natives. The official year's report on Papua again records valuable observations of the habits, customs and beliefs of the natives, and contains accounts of several journeys. I may here mention Judge Murray's book on "Papua" lately published, and containing with much other information extended accounts of the geography and exploration of our dependency.

Germans and Dutch continue their activity in exploration of their respective parts of the Island of New Guinea. Dr. Stolle's expedition on the Kaiserin Augusta River, in German New Guinea, has made an examination of the four principal southern tributaries above Malu. A party also went to the Hunstein Peak (4,528 ft.) and found abundance of caoutchouc and gutta-yielding trees in the neighborhood. Examination of the lower region of the Kaiserin Augusta showed only one tributary there of importance for navigation. A German traveller, Lieutenant Greatz, proposes to cross the island by airship manned by Germans and English, and equipped with machine guns for protection. This adventure is designed not merely as a feat of aeronautics, but as a means of adding to knowledge. Reports have been published during the year of the work in Dutch New Guinea, and last August a new expedition, under Captain Herderschee (who had been previously engaged in exploration in the country), started from the south coast to follow the Lorentz River and operate in the regions above 7,000 ft., and in the mountains north of Wilhelmina Peak. A further expedition for ethnological and natural history research in the Snowy Range is being undertaken by Carl Lumholtz, also an experienced New Guinea explorer. It has been reported that Dr. A. F. R. Wollaston, whose plans we mentioned last year, succeeded in ascending Mount Cartenz (16,000 ft.). Later advices indicated that he did not quite complete the ascent, being forced by ice and fog to turn back at 15,000 ft. He met at 4,000 ft. an interesting and friendly people of smallish stature, but not apparently representatives of the pigmy folk mentioned in our report in 1911.

GENERAL.

The arctic regions have rendered their tale of difficulties and disaster. Captain Einar Mikkelsen returned from the journey in North-East Greenland, begun in 1909, to recover the bodies of the members and the records of the ill-fated Erichsen expedition. From April 10, 1910, to July 19, 1912, Captain Mikkelsen and Engineer Iversen had been separated from the rest of the company. These two fulfilled their purpose to the important extent of finding Erichsen's records so soon as May 28, 1910. Then their difficulties and hardships began. Their sledge was heavy; their dogs were exhausted; Mikkelsen was "far from well;" snow through, rather than over, which they had to go was so soft it came up to their knees. Progress was slow, and provisions consequently were inadequate, notwithstanding the finding of depots. Mikkelsen was attacked by scurvy, but after a compulsory rest and eating the fresh meat of a few gulls got by Iversen was able to go on, though it took 10 days to cover the next 25 miles. At one stage of their tramp their choice seemed to be between hunger and drowning. The ice was so thin that they risked their lives on it, but not their diaries. They reached Shannon Island, the base where their vessel, the *Alabama* had been left, on November 25. The *Alabama* had foundered; their former companions had gone home on board a sealer. Mikkelsen and Iversen spent forty days in regaining their diaries, and ultimately (25th November) moved from Shannon Island to Bass Rock, 15 miles away, to find a record that a ship had been so near to them and had gone. They had to wait in their solitude throughout the winter and well into midsummer for their rescuers. In Erichsen's papers there is recorded his discovery that Peary Channel does not exist as a strait.

About a year ago a German expedition under Lieutenant Shroeder-Stranz, went to Spitzbergen as preparation for an attempt which was to begin about the present time to make the North-East Passage north of Europe and Siberia. At the beginning of this year Captain Ritschel, the master of the expedition's vessel, arrived at Advent Bay in an almost helpless state, and reported that his companions were suffering great hardships. A Norwegian relief party was sent out, and reported that Lieutenant Shroeder-Stranz was missing and several of his men were dead. A German relief part was also dispatched. In

June surviving members of the expedition reached Christiania. They had endured very great suffering and privation.

Many exploring parties are being organised by various nations for work in the Arctic regions. Captain Amundsen will not begin his Polar drifting voyage till next year.

Special interest in Dr. Stefansson's explorations in Arctic Canada was aroused by his report of a discovery of thirteen tribes of Eskimo—probably 2,000 individuals—who are supposed to be of Scandinavian origin. Ten of the tribes are said never to have heard of Europeans. Dr. Stefansson has just gone north again for four years' work under Canadian auspices.

Geographical work on the continents is ever proceeding, and many parts of Asia, Africa, and America have been subjected to exploration, while countries long settled and civilised are examined for elucidation of the relations between their geographical conditions and the history of their peoples. The more that is known of our earth the more there seems yet to be discovered. So ancient a country as Arabia has, during the last few months, been a field for exploration by Captain Leachman, under the auspices of the Royal Geographical Society. Much of the land work is, no doubt, of a more commonplace character than the Arctic and Antarctic journeys, which so strongly appeal to the general imagination. But much of it still requires the same qualities of courage, perseverance, and skill in organisation, with the added need for special wisdom in dealing with strange and savage or ignorant races of men.

Mrs. Fanny Bullock Workman's story of her expedition to the Siachen or Rose Glacier in the Himalayas (Eastern Karakoram) reads not unlike an Arctic chapter as she describes experiences on the ice 17,000 to 21,000 ft. above sea level; and I may for illustrations of the human difficulties met by the traveller refer to the tale of an Australian woman writer—Mrs. Mary Gaunt—of her journey in tropical West Africa.

THANKS TO OFFICERS.

I wish at this opportunity to express and record my appreciation of the help and support my fellow-officers and the Council have kindly given me, not only during the last year, but throughout the whole three years of my Pre-

sidency. I heartily thank them all. To the Hon. John Lewis (the Vice-President) I am indebted for much advice and assistance. We all sincerely congratulate our veteran Secretary (Mr. T. S. Reed), on his excellent health, and gratefully recognise his devotion to our interests and his industry in promoting them. Mr. Gill's active and valuable services have been available to every President from the formation of the Society; and I have especial cause to acknowledge the great amount of care and time which have been given to the Society's work by Mr. F. W. Giles, as Honorary Secretary. Short as (I am bound to acknowledge) I have come of fulfilling my ideals of the office I shall always remember with pride and pleasure the term for which I have had the honor to occupy your chair.

The Hon. Treasurer (Mr. T. Gill, I.S.O.) read the Financial Report, which showed receipts for the year 1912-13 £428 2/. Expenditure, including Printing Stocks of the volumes on "Colonel Light" and "Coinage and Currency," £455 19/6. The balance in hand at the beginning of the year was £62 10/10, and at the end £34 13/4. The Society's net assets amounted to £2,622 18/4.

MR. PIPER moved the adoption of the Reports, and said that he was sure he was expressing the feelings of the whole of the Society when he remarked that he was pleased his Excellency had come to preside over their business that day. It was with mingled feelings he remembered that Sir Day would not be able to do the same for them again. They would always have most pleasant recollections of the interest he had taken—and always so readily—in their work. Although it was the last annual meeting at which his Excellency would be present, he hoped they would have an opportunity to say a final good-bye at a future gathering. In the coming year they expected to receive their friends back from Antaretica, which he almost felt disposed to call their dependency in the south. He looked upon that quadrant of the Antarctic as the especial care of the Australian Commonwealth. It ought to be, and he thought they might say it was now, because of the work their men had done. They would all delight in welcoming back Professor Mawson and the self-denying six who remained behind to stand by him, notwithstanding the fact that they had already boarded their ship and were practically on the way home. Three maps of peculiar interest had been forwarded by the Surveyor-General (Mr. E. M. Smith) to the

Society. They give the original names of certain districts in South Australia, and a copy of an extract from the Government Gazette of October 31, 1839, accompanying them, says:—"Under the consideration that is due to enterprising men who first explore countries or large districts as much as possible to preserve the memory of their conduct in the names of the regions they discover, the Governor has been pleased to direct that the great divisions of the colony shall be hereafter distinguished as follows:—First, the territory included between the southern part of the eastern boundary of the province, the Murray, Lake Alexandrina, and the sea, to be called Bonnea; second, the territory included between the Murray, Lake Alexandrina, Encounter Bay, St. Vincent's and Spencer's Gulfs, excepting Yorke's Peninsula, to be called Sturtia; third, Yorke's Peninsula, of course, to retain the name originally given to it by its first discoverer; fourth, the peninsula included between Spencer's Gulf in its whole length and the Southern Ocean from Cape Catastrophe to the western point of Denial Bay, to be called Eyria. In regard to the minor features of the country to which the natives may have given names, the Governor would take the present opportunity of requesting the assistance of the colonists in discovering, and carefully and precisely retaining, these in all possible cases, as most consistent with propriety and beauty of appellation. All information on this subject should be communicated in precise terms to the Surveyor-General, who will cause memorandums to be made of it and native names, when clearly proved to be correct, to be inserted in the public maps." Within the last few days the Society, and he felt sure the public, had been gratified by the restoration by the Government at the Society's request of the name "Bonney" to the lake discovered by Hawdon and so named in 1838, but which had a year or two ago been named "Barmera." The speaker drew attention to several interesting relics, which were on the table. Mr. F. W. Giles had brought in a framed copy of the original map of Adelaide. The frame is made of wood from the first fruit tree planted in South Australia—a mulberry, set in the first settlement at Kingscote, Kangaroo Island. A couple of ancient glass bottles and a piece of earthenware were also displayed. They had been sent by the Director of the Western Australian Museum and Art Gallery, and his letter explained:—"I have pleasure in sending you by parcel post four fragments of records

from the Dutch vessel *Zeewyck* which was wrecked on Gun Island in 1727. Of course, nearly all the glasses were more or less damaged—generally more.” Mr. Piper spoke of the usefulness of the Society’s library, which was an ever-developing source of help to students. The South Australian Society seemed to be in many respects the most active and alive in the Commonwealth. It had bright prospects before it, and in the past it had been doing a useful work for the benefit of the people of the State. He hoped that it would continue its activities for many years to come.

MR. W. B. WILKINSON seconded. He congratulated the President upon the excellence of his report. It was an extremely valuable geographical record. He referred in sympathetic terms to the death of Mr. A. W. Dobbie and Mr. W. P. Auld. He regretted that his Excellency would not be able to be present at the next annual meeting. The interest that Sir Day and his predecessors had taken in the society had been encouraging, and had made it the success which, during late years, it had become. He hoped that they would have some means of saying farewell to his Excellency in a social way. Reverting to the subject of the Scott Expedition, he said that the death of those gallant men constituted the saddest page that had ever been written in regard to Polar expeditions, but they could rejoice in the grand example which Captain Scott and his companions had set the whole world. The heroic manner in which they had met their death would be an inspiration to the world.

The motion was carried.

OFFICERS.

MR. W. HERBERT PHILLIPS moved a vote of thanks to the retiring officers. The society had a great work to do, and its officers were always zealous in performing it. He mentioned especially the enthusiasm and usefulness of the retiring President (Mr. Piper). In connection with the Antarctic expedition Mr. Piper had spared no pains to stimulate those who could contribute to the funds of the party, and to make the expedition a success. He had been earnest and devoted. All the other members had done their share. The Hon. J. Lewis, M.L.C., was to succeed Mr. Piper, and he was sure that he would fill the office with credit. He was, in his own way, an explorer. He moved also that the officers and council for the year be elected as follows:—President, Hon. John Lewis, M.L.C.; Vice-President, Mr. H.

P. Moore; Treasurer, Mr. T. Gill, I.S.O.; Hon. Secretaries, Messrs. F. W. Giles and C. J. Sanders; ordinary members of council, Mr. Justice Buchanan, Sir Langdon Bonython, C.M.G., Hon. F. S. Wallis, M.L.C., Messrs. E. H. Bakewell, T. L. Browne, S. Newland, A. W. Piper, K.C., T. S. Reed, A. M. Simpson, E. M. Smith (Surveyor-General), W. J. Sowden, and W. B. Wilkinson; Auditors, Messrs. L. H. Sholl, C.M.G., I.S.O., and Josiah Bonnin.

MR. W. T. STACY seconded.

The motion was carried.

MR. PIPER moved—"That the rules of the society be altered by inserting after rule 29 the following rule:—29a. At any general annual meeting or special general meeting the society may constitute any person a life member. A life member so constituted shall have all the rights, powers, and privileges of an ordinary member, and no subscription fee shall be payable by him."

MR. E. H. BAKEWELL seconded. Carried.

The PRESIDENT-ELECT (Hon. J. Lewis) moved—"That in grateful recognition of the very valuable service in many forms rendered to this society from its foundation in 1885 to the present time by Thomas Gill, Esq., I.S.O., he is hereby constituted a life member of the society." He referred to the part Mr. Gill had taken as one of the founders of the society and as the Treasurer of the society from its commencement. Mr. Gill's enthusiasm for geographical matters and Australian history had been very helpful to the society, and it was largely due to his interest that the society had been enabled to acquire the Yorkgate Library. He had written the two books, "Colonel William Light" and "Coinage and Currency of South Australia," and several papers published in the society's "Proceedings."

The HON. F. S. WALLIS, a founder of the society, seconded the proposal, and expressed appreciation of Mr. Gill and his work.

The motion was carried with acclamation.

MR. GILL thanked the members for the honor they had conferred on him, and took the opportunity to acknowledge the help and sympathy which successive Ministers had accorded to the society. As to his own work he would say, in Fielding's words. "When I am not thanked at all I am

thanked enough; I have only done my duty, and I can do no more."

MR. W. J. SOWDEN (President of the Public Library Board), in moving a vote of thanks to the Chairman, mentioned that it was at an annual meeting of the Geographical Society that they had received the first intimation that Sir Day had been chosen Governor of the State. Sir George Le Hunte read a communication to that effect and spoke in high terms of eulogy about his destined successor. They would all agree that Sir George's praise had been more than justified. As President of the Public Library Board the speaker recalled with pleasure the time when he had conducted his Excellency over the Library buildings. He remembered placing a postage stamp over an island shown on the terrestrial globe as being in the Australian Bight, but which should not have been there, and recollected the Governor's caustic remarks at the operation. The island, his Excellency said, should have been left as an illustration of inaccuracy. Sir Day had travelled from the extreme east to the extreme west of the State, and he was a discoverer, for he had found a fine navigable harbor on the west coast. They hoped that he would complete his journeyings by traversing the country from Darwin to Adelaide, or vice versa. They were all extremely sorry at his impending departure.

MR. A. M. SIMPSON seconded the motion, which was carried with applause.

HIS EXCELLENCY, in replying, said he owed much to the Geographical Society, for a sailor naturally turned to maps and geographical literature for his recreation. He only wished he could have found time to do more for the society. He congratulated members on the possession of such a splendid library, and he trusted that the fullest use would be made of it. Extracts made from the records of the early voyagers would prove admirable as the groundwork for lectures on the progress of the State.

John McDouall Stuart's Transcontinental Expedition.

JUBILEE CELEBRATION BANQUET.

On July 25, 1912, a public banquet was held in the banqueting-room, Town Hall, Adelaide, in celebration of the fiftieth anniversary of the day on which John McDouall Stuart planted his flag on the shore of the Indian Ocean, having conducted his expedition across the continent of Australia.

HIS EXCELLENCY THE GOVERNOR (Admiral Sir Day Hort Bosanquet, G.C.V.O., K.C.B.) presided. Messrs. W. P. Auld, Stephen King, Heath Nash, and J. McGorrery, four members of the expedition, were present as guests, Mr. J. W. Billiatt, the only other surviving member, being in England. There were also present the Right Hon. Sir S. J. Way, Bart. (Chief Justice), the State Premier (Hon. A. H. Peake), and four other Ministers (Hons. R. Butler, J. G. Bice, F. W. Young, and T. Pascoe), Mr. Acting Justice Buchanan, the Mayor of Adelaide (Mr. Lavington Bonython), Sir E. T. Smith, K.C.M.G., Sir John J. Duncan, M.L.C., Hons. J. Lewis, M.L.C., F. S. Wallis, M.L.C., and J. P. Wilson, M.L.C., the President of the Royal Geographical Society of Australasia, S.A. branch (Mr. A. W. Piper, K.C.), and Messrs. W. H. Tietkens, David Lindsay, W. Carr-Boyd, and C. Price Conigrave (later Australian explorers), and about 200 other gentlemen.

Upon the wall of the banquet-room opposite the Chairman was displayed a large map of Central Australia, with the routes of Stuart's journeys clearly outlined, and a number of relics of Stuart and his expeditions were exhibited.

The toast of "The King" was honored at the instance of the Governor.

THE MAYOR read apologies for absence and congratulations from the Federal Prime Minister (Right Hon. A. Fisher), the Federal Minister for External Affairs (Hon. Josiah Thomas), the State Attorney-General (Hon. H. Homburg), the Right Hon. Sir John Forrest, G.C.M.G. (Australian explorer), Mr. J. Panton (the President of the Victorian branch of the Royal Geographical Society of Australasia), Mr. E. H. Newman (a former Secretary of the S.A. branch of the Geographical Society), and the Secretary of the Committee (Mr. W. Chambers), on whose behalf Mr. W. B. Wilkinson wrote:—Mr. Chambers is confined to his bed with a severe attack of rheumatism, and not only is he unable to rise, but he cannot hold a pen, otherwise he would have written to you himself. He desires me to express to you how greatly disappointed he feels at being compelled to forego the opportunity of doing honor to the memory of the great explorer and the pleasure of meeting the gallant survivors of the expedition at this historic gathering, and to ask that you will kindly convey to them his sincere congratulations on their having lived to see the fiftieth anniversary of the planting of the Union Jack on the northern shores of Australia; also to express on his behalf the hope that they will long be spared to attend the annual celebrations for many years to come."

The following addresses were delivered:—

THE MAYOR (proposing the health of His Excellency the Governor)—This toast needs no words to commend it to you. To mention it is to secure for it an enthusiastic reception. Still, there is a special appropriateness in proposing the toast on an occasion connected with exploration. His Excellency may not have done any actual exploratory work in South Australia, but he has been a great traveller. He knows the State from Mount Gambier on the east to Fowler's Bay on the west, and from the Southern Ocean in the south to Oodnadatta in the north. There are few people in South Australia who are as familiar with its varying characteristics as their Governor, and even Flinders, the great navigator who explored these waters, knew much less than his Excellency knows about our coastline. And in proportion to the miles travelled has grown the popularity of his Excellency, until to-day it can be said with absolute truth that never was in South Australia a Governor held in higher regard than Sir Day Bosanquet, who has made our

concerns his concerns, and who has identified himself with the interest of this State so completely that we fairly regard him as one of our ourselves. Such a representative of Royalty helps to bind the State to the Throne, and deserves and has our enthusiastic esteem.

HIS EXCELLENCY THE GOVERNOR (responding to the toast)—I thank the Mayor with all my heart for the kind words he has used in proposing my health. I wish that I could think I deserve them, but if I have done something to help in strengthening the ties between this State and Great Britain I shall be well satisfied. That is chiefly, I think, what a Governor is here for. We are assembled this evening to commemorate the jubilee anniversary of that historic day when Stuart and his band of heroes, having crossed the continent from south to north, and finally triumphed over all the difficulties and dangers, had hoisted the Union Jack on the top of the highest tree in close proximity to the Indian Ocean at a spot which the explorer named Chambers Bay. That was a spot on the shore of Van Diemen's Gulf. The great feat was accomplished exactly nine months after the expedition had left North Adelaide, nine months of hardship, endurance, and devotion to duty, which has never been surpassed in the annals of exploration. The lofty nature of the spirit which animated the soul of Stuart, and which carried him on through almost insuperable difficulties and sustained him in desperate struggle with adverse circumstances, may be gauged by his own account of his condition shortly after the successful issue of his efforts when no longer sustained by the excitement in the completion of his task. At Mount Hay he wrote in his journal:—"So much exhausted and so completely done up that I could not speak a word, the power of speech has completely left me. I was lifted from the saddle and placed under the shade of a mulga bush. I can no longer sit on horseback. I gave orders for some of the party to make a sort of reclining seat, to be carried between two horses." Further on he wrote:—"On Tuesday night I certainly was in the grasp of death. A cold, clammy perspiration with a tremulous motion kept creeping slowly over my body during the night, and everything near me had the smell of decaying mortality. I sincerely thank the Almighty Disposer of events that He in His infinite mercy gave me strength and courage. My right hand"—the one he had injured in starting from Adelaide, when his

horse had trodden on him—"is nearly useless to me." Total blindness after sundown, nearly blind all day, my limbs so weak and painful that I am obliged to be carried about, my body reduced to that of a living skeleton, and my strength that of infantile weakness." Endurance and perseverance marked every moment of the daring life of this remarkable man. Eventually the party reached Adelaide, where an ovation awaited it. Wednesday, January 21, 1863, was a day to be remembered in the city. It was a universal holiday, people poured from every quarter. A triumphal arch graced the entrance to the assembly rooms where the banquet was held. Along the line which the procession was to take banners, flags, and evergreens were displayed, and various inscriptions were unfurled, "Welcome to Stuart and party." "Here the conquering heroes come," "Welcome home," "Honour to the South Australian pioneers." The streets were crowded with cheering multitudes, who had assembled to do honor to Stuart and his party, those men who had successfully passed through the hitherto unknown wilds of the Australian interior. The party appeared in their bush costume, the pack-horses, 41 in number, being led by the members of the expedition. Addressing the leader, the then Governor, Sir Dominick Daly, said:—"I feel, and your fellow-colonists feel, great pride at the successful completion of what appeared not only a difficult, but an almost impossible, task; you have been successful, and it must be confessed that you stand now the foremost, the very prince of explorers. You have crossed the great continent and have traced a path which renders the repetition of the task a mere question of the purse." The Mayor of Adelaide (Mr. Thomas English) gave an address, in the course of which he said:—"Allow me to take the opportunity to express my admiration of the skill, bravery, and perseverance which you have exhibited in carrying your great undertaking to a successful issue. You have traversed the continent at its greatest width from south to north. You have planted the flag of our Empire upon the shores of the Indian Ocean. You have recrossed the continent, and, thanks to the Almighty Disposer of events, you now stand safe with all your party in good health before us." The South Australian Government in a very practical way, showed its appreciation of Stuart's labors. Parliament voted him £2,000 and allowed him the use of 1,000 square miles in the interior for a number of years free of charge. It also gave gratuities to his men.

The Royal Geographical Society of London awarded Stuart its gold medal and presented him with a watch. At this jubilee celebration, 50 years after the event, although their leader has passed away, five of his heroic band remain with us still—William P. Auld, Stephen King, John W. Billiatt (in England), Heath Nash, and John McGorrery. The qualities of a leader were strongly developed in the character of McDouall Stuart; even when suffering so severely from scurvy and from bad eyes as to be incapable of movement during the daytime and of sight after sundown, there was never at any time the slightest trace of doubt or indecision recorded in his journal as to the next direction of his journey or the next orders of his party. Extreme caution consonant with the determined prosecution of the object of the expedition marked his every order and movement; never sparing himself, ungrudging and unwearying in his effort for the safety and comfort of his men, his sense of duty was profound and was strongly indicated in every page of his writing. His journal was always written up daily, and must, therefore, have been a faithful reflex of what at the moment was passing in his mind. And this great leader was well served by everyone of his party, who gave unquestioned and unquestioning obedience, trust, confidence; these were the signs of a complete understanding, based upon mutual esteem and mutual sympathy. Anxiety and responsibility weighed very heavily upon the shoulders of the leader of such an expedition. It was not only the anxiety for the selection of the best means for attaining the object, for fulfilling the task entrusted to him, but also the heavy responsibility of the lives of the men committed to his charge. It was not himself that he had to consider; his care and thoughtfulness for his men outweighed all other considerations, and when his own bodily infirmities affected his mental power the weight of this responsibility became well nigh unbearable. And what of the men themselves. In the journal there was found frequent mention by the leader of the good qualities of the different members of the expedition in terms of high commendation and approval. Hills, wells, and creeks were named after W. P. Auld, Stephen King, John W. Billiatt, Heath Nash, and John McGorrery; in fact, every individual of the party. A leader who, through such adverse circumstances as these men experienced, retained his hold upon their confidence, and support must have not only won, but retained their admiration and affection, as well as their trust and their obedience. In

conclusion, I wish long life and many happy returns of the day to you, gentlemen, on my right.

MR. A. W. PIPER, K.C. (proposing "The memory of the late John McDouall Stuart and the deceased members of the party, Messrs. W. D. Kekwick, F. W. Thring, J. Frew, and F. G. Waterhouse")—I feel greatly the honor of having, as President of the Geographical Society, been asked to carry on the memory of those brave men on this jubilee anniversary of their great journey. I realise the encouragement of your sympathy and our common purpose when I attempt to deal with a great theme. I rejoice in the presence of so many who took part in the great deed we are celebrating. While many of us are proudly rejoicing in the history of great deeds and the memory of great men as a part of our national inheritance, there are some present to whom the names represent those who have been living friends, and whose death they personally mourn. If they hear to-night a note of joy and exultation in what is said, it will not be for want of sympathy, but while we mourn their friend's death we rejoice for the life they lived. The central figure is that of McDouall Stuart. He arrived in South Australia in 1838 or 1839—a Scotchman 23 years of age. He had not been in the province many years before his name was coupled with that of that great and gentle man Captain Charles Sturt. Still under 30 years of age, he accompanied Sturt on the memorable expedition of 1844-5 and served as draftsman. Sturt was the first in history to bear his tribute to the honesty, industry, and thoroughness which characterised McDouall Stuart in his work. In 1860 when the Patron's medal of the Royal Geographical Society of London was awarded to Stuart. Sir Roderick Murchison the President of the society, said:—"Sturt taught one of his subordinates while braving such difficulties and enduring such perils of an exhausting journey to lay down the precise position of every mountain, valley, and river, and every remarkable landmark or scrub which separates those oases which were fertilised by fresh water springs." I think Stuart learned from Sturt a great deal more than that. Stuart had responsibility in the charge of Fort Grey, and he could never have forgotten the beneficence of over-ruling Providence in connection with Depot Glen, where for five months in 1845 Sturt and his party were imprisoned during the hot summer in what, compared with the country surrounding it, might be looked upon as a veritable Para-

dise. Sturt wrote of it:—"Providence had in its all-wise purposes guided us to the only spot in that widespread desert where our wants could have been permanently supplied, but had there stayed our further progress into a region that almost appears to be forbidden ground." In his life of travel Stuart was undaunted by hunger, thirst, the hostility of the natives, bad sight, serious illness, or the magnitude of his undertakings, and displayed all the patience necessary to make his operations successful. He seems never to have been depressed by difficulties, but to have had the quality of irrepressible determination. Difficulties of the past were forgotten except in remembering that he had conquered them. For close upon five years—from May, 1858, to December, 1862—he may be said to have continuously applied himself to the task of making known the mysteries of this great continent. If he was not always in the field during that time, the intermissions were only such as would enable him to make plans after one expedition before he entered upon the next. His irrepressible disposition made him a masterful man, but the qualities that made him masterful enabled him not only to succeed for himself, but to carry through all his expeditions in such a manner that he never lost the life of a follower. He had been near to death's door himself, but in his first expedition he had had to learn the art of holding up his party, because that party consisted of only one white man. Three days before reaching Streaky Bay the pair had only three meals left and 100 miles to travel. Stuart's work was characterised by prudence and thoroughness. We can never recall the annals of exploration without recollecting the forbearance which he and so many Australian explorers have shown with respect to the aborigines. Though Stuart may have sometimes appeared a hard taskmaster, he was only necessarily strict, and was always most sympathetic with his men. It is a tribute to his leadership that 50 years after the successful accomplishment of his mission and 46 years after his death, his memory is so dear to those sitting near me who were associated with him in that memorable journey—Stuart was not unfeeling or unsentimental. His affectionate regard for Captain Sturt was lasting. On reaching the centre of the continent Stuart remembered his former leader's ambition to gain that point. He had shared in Sturt's last futile endeavor, and when in 1860 Stuart was the first white man to place his foot on the central mount he selflessly named it, not as it is now known, but "Central

Mount Sturt," "after," as he recorded, "my excellent and esteemed commander of the expedition of 1844-5, Captain Sturt, as a mark of gratitude for the great kindness I received from him during that journey." When a year later he reached the "farthest north" of his new endeavor, again he named the place he attained to "Sturt's Plains," "after" (again Stuart's words) "the venerable father of Australian exploration and my esteemed commander." In naming the centre of the continent Stuart remembered Sturt's own recorded ambition, "to have left the flag of my native country flying over it." It was a beautiful and self-denying tribute to Sturt, who wrote in 1846:—"Let any man lay the map of Australia before him and regard the blank left upon its surface, and then let me ask him if it would not be an honorable achievement to be the first to place foot in its centre." The relations between Sturt and Stuart form a noble passage in our history. Stuart was actuated by great and noble purposes. At the end of his second journey, 1859, when Stuart recorded his "long-cherished desire to explore the interior of the province," he remarked, "should I, from my friends' (Messrs. Chambers and Finke's) kindness and liberality be again entrusted as leader of the contemplated expedition to the north-west coast, I hope I shall be enabled, by the assistance of Divine Providence, to realise all their expectations and confer the benefit on my fellow-men of opening up a line for rail and telegraphic communication with England." It was this self-denying and noble purpose, the good of others, that Stuart kept constantly before him. But it is noteworthy that the proposal by Captain Sturt to cross Australia had been absolutely prohibited by Lord Stanley, the Secretary of State for the Colonies, in 1843. The difficulties were enormous for, according to Captain Sturt, "the journeys of Mr. Eyre had proved the impracticability of a direct northerly course from Mount Arden." If you will look at the map suspended on the wall, however, you will observe that Stuart's successful route was practically that direct northerly course from Mount Arden. In June, 1861, he went out again and got still farther north to Sturt's Plains, and thus was further north than the southern part of the Gulf of Carpentaria, which Burke had reached in the previous February, and which McKinlay reached at the beginning of 1862. Stuart arrived back in Adelaide in September, and, by the end of October a new expedition was in the field,

with their friends, the present survivors, as members. And 50 years ago, on July 24, Stuart was able to dip his fingers in the tidal waters of the Indian Ocean at the completion of his journey. He wished to reach the mouth of the Adelaide River, but found the way hard and cruel for the horses. So it was that on July 25 he, with his band of ten men, celebrated the successful completion of what must be regarded as one of the greatest events in the history of the last century. They could imagine the scene at the foot of the tree as they hoisted the flag and gave three cheers, and Mr. Kekwick congratulated the leader on his success. Stuart wrote:—"Thus have I, through the instrumentality of Providence, been led to accomplish the great object of the expedition." Stuart's object was not to accomplish a deed for the perpetuation of his name, but to give to his fellow-citizens in Australia the benefit of communication by telegraph and rail with the mother country. I wonder sometimes whether we have not, through the very successes of our predecessors, lost the perspective of the things they did; whether Australia to-day can fully realise the greatness of Sturt's or of Stuart's undertakings. We have cable-grams and telegrams coming across Australia every moment. We know that one can ride, drive, motor, or cycle from one end of the continent to the other, and never be a day without water, and perhaps not a day without food. It was not so when Stuart went out, and the hazard of his ventures was then realised by everyone more completely than we of to-day can realise it. If we examine the great journeys of history we shall find that Stuart's was one of the longest. Great were its difficulties—the forbidding country, the need to be able to fall back on the last camp, the need to provide for water and forage, and Australia was a continent where the natives, even when not hostile, were people from whom no aid could be expected. The greatness of Stuart's undertakings was recognised by the Royal Geographical Society of London, which usually bestowed only two medals each year. That society gave Stuart a gold watch—an extra award—in 1858 and the Patron's gold medal in 1860, together a meed of recognition that had only previously been accorded in one other instance—to David Livingstone, the great African explorer. I have naturally dwelt upon the work and character of the leader, we do not honor less the memory of Stuart's companions and assistants. Kekwick had been closely associated with Stuart on four expeditions. Thring had accompanied him on one previous occasion.

Frew and Waterhouse were making their first expedition. All, however, took on themselves the burdens of the last triumphant journey, and all shared in the honor. After his success, having gone back to England, Stuart was still determined to work out the calculations necessary to secure the construction of the overland telegraph line, a work it took ten years to complete. The citizens of to-day are the inheritors of the fruit of the labors of the explorers, and upon us rests the duty of sustaining the inspiration which the knowledge of that great work imparts. I ask those present who are of a younger generation than the survivors of the party, those who, like myself, were unborn when they were already making history, to pledge themselves that in drinking this toast they will pass on undiminished, and will help to develop the advantages and resources of nature's gifts, which Stuart and his followers have unfolded to our knowledge. I ask you to drink the toast as a pledge to the lasting memory in Australia of Stuart and his party, and if that memory live in Australia it will live throughout the world.

THE TOAST was drunk in silence.

THE PREMIER, HON. A. H. PEAKE (proposing "The Survivors")—There is a time-honored saying, "That peace hath her victories as well as war." That is full of meaning. No one would wish to disparage the valiant feats that have been performed by the armies and navies of Britain by which the Empire has been built and maintained, and glory won for the flag of which we are so proud. Think of the men who sailed the Spanish Main intent on adventure and discovery—the seamen from the banks of the Thames, the Plym, and Dart, of whom it has been said "they went self-taught and self-directed, with no impulse but what was beating in their own royal hearts, went out across the unknown seas, fighting, discovering, colonising, and graved out channels, paving them with their bones, through which the commerce and enterprise of England has flowed out all over the world." These men were the roadmakers of the world, establishing highways in unknown regions and paths through the wilderness. But we are proud to know that Australia has been the scene of exploits which for bravery and endurance have been rarely surpassed. The roll of honor is great indeed. The names of Dampier, Cook, and Flinders come to one's mind, and Shackleton and Mawson might be mentioned. They, with Sturt, Mitchell, Eyre,

Leichhardt, Burke and Wills, John Forrest and John McDouall Stuart and his brave companions, make a glorious constellation. Stuart's explorations and discoveries formed a really great achievement, and of him we feel particularly proud, because to great degree he was a South Australian, for he spent many years in the State. Stuart's work cleared the track and paved the way for a great work, the overland telegraph, which links us up with the old world. Thrilling tales might be told of his earlier explorations and discoveries. In connection with one expedition he remembered a tale told by Ben Head. The food supplies had been reduced to two or three parrots, and Head, feeling the pangs of hunger very keenly, surreptitiously took one of the parrots and ate it. This was discovered, and Head was court-martialled, because it was a very serious offence to make inroads upon the commissariat of the famine-stricken party. Head was found guilty, and Stuart, when calling him up for sentence, asked him if he knew the penalty was death. "I know it," said Head, "but if you sentence me for that, may the Lord have mercy on your soul." The year 1861 was that in which Stuart set out intrepid and undismayed with the band of men who were to share the honors of the success with him. Fifty years ago this very day they planted the Union Jack—which had been given to them by Miss Chambers—on the northern coast of the immense continent. The great attempt had been achieved, the desert had been conquered, Australia had been crossed, and Stuart's high place is amongst Australia's heroes fixed. In that dreadful return, when for hundreds of miles the sick leader had to be carried in a litter, we may catch a glimpse of the man's companions—and among them were the survivors whom we have with us to-night. They had nursed and attended him with deep affection and devotion. In all Stuart's honor of paving the way for the overland telegraph that was to link South Australia with the old world, Stuart's companions are entitled to share. What could he have done without them? Stuart was always ready to acknowledge his indebtedness. They were truly a band of brothers, and to-day their names are familiar in the mouths of the people as household words. In token of his approbation of his men for their care he had named landmarks after his followers. Practically all the members of the party had had their names indissolubly associated with the chief places upon the overland route—a tribute from their own leader. Stuart has said of them—"My party had

conducted themselves throughout this long and trying journey to my entire satisfaction. During my severe illness every attention and sympathy were shown to me by everyone in the party." Five of the intrepid company, viz., Stuart, Kekwick, Thring, Waterhouse, and Frew have crossed the bar, but they could tell us nothing of the "Sweet fields beyond the swelling flood," for from that happy bourne no traveller returns. Happily, five remain to celebrate the jubilee, and we can enter into their feelings as they strip their sleeves and show the scars and remember what feats they did that day. W. P. Auld, Stephen King, and Heath Nash live with us in Adelaide, John McGorriery dwells on the West Coast, and J. W. Billiatt is in England. We honor them for their noble deeds—deeds which helped to make the State, the Commonwealth, and the Empire, and we trust that the last years of the survivors may be full of comfort and happiness. The statue in Victoria-square stands as a monument to commemorate a great and noble achievement. There are in South Australia certain hundreds named after Stuart, Waterhouse, King, and Nash. The Government intends that new hundreds east of the Murray, shortly to be thrown open, shall be named in honor of the remaining members of the party. The Government considers that it will be interpreting the feelings of South Australians aright when in this jubilee year it places on the Estimates—as it intends to do—a sum of money for still further recognising the splendid services of the survivors. The previous toast was drunk in silence. But I will ask you to drink with the greatest enthusiasm to the health of the survivors. I hope they will long be associated with this important celebration.

HIS EXCELLENCY THE GOVERNOR—It is my privilege to hand to each of the survivors present to-night a gold medal, which has been provided by citizens in honor of this auspicious occasion. Stuart had a wonderful power of transmitting his own characteristics to his followers, but that power would have been useless unless those men had great minds capable of appreciating the qualities exhibited by their leader, and of showing they had learnt how to use those qualities to the advantage of the expedition.

His Excellency presented the medals amid loud and prolonged cheers.

MESSRS. AULD, KING, NASH, and MCGORRIERY, who were deeply moved, bowed their acknowledgments.

The Hon. J. LEWIS, M.L.C., (proposing "Other Australian explorers")—The duty has been assigned to me of proposing "Other Australian explorers." Whilst I fully participate in the admiration with which explorers' merits are universally acknowledged, I confess that I shrink from the task now imposed upon me from a sense of my inability to do justice to it in language commensurate with the occasion. Before submitting the toast I wish to thank your Excellency for your kindness in presiding this evening. I think I am echoing the sentiments of the survivors, and of all who are present to-night, in stating that we are very grateful to your Excellency for assisting us in the way in which you have done. I also thank the citizens who have come forward on this occasion to commemorate the fiftieth anniversary of John McDouall Stuart's crossing the continent of Australia. None but those who know the country can realise the arduous task which he performed. John McDouall Stuart was not only an explorer, but he was also a very accurate surveyor. There was no difficulty on opening his diary in locating the various places from the descriptions given by him. Mr. W. Harvey, one of the surveyors of the overland constructing party, whom I met north of Attack Creek, told me that, although they were $11\frac{1}{2}$ miles out at Daly Waters, he was not sure that Stuart was wrong. He thought it very probable that he was wrong and that Stuart was right. This speaks wonders for a man who made a flying survey through the country that he should lay his positions down so accurately. In 1844 Stuart gained his first experiences under the guidance of Captain Sturt, whose expedition he accompanied in the capacity of draughtsman. The first of his own expeditions was made in the year 1858, from May to September, when he explored in the north-west. He made his second expedition in 1859, from April to July, in the vicinity of Lake Torrens. In November, 1859, he made another expedition in the vicinity of Lake Torrens, returning in January, 1860. Stuart's fourth expedition, when he reached the centre of the continent, occupied from March to September, 1860. He went out to Mount Denison on the other side on the McDonnell Ranges, with Kekwick and Ben Head. They left Stuart's Creek with half rations for four months. The trip occupied six months, so one can imagine the hardships they had to endure. Ben Head, at the start, was a man of nearly sixteen stone in weight, but when he returned he was only a little over eight stone. I knew him very well, and I don't think he ever regained his

weight. From November, 1860, to September, 1861, Stuart was again away exploring. In December, 1861, Stuart started on his successful expedition across the continent of Australia, which took him just over a year, including the return journey. He was a man of real true grit, and, although he got very ill after crossing the continent; he was always the first to travel in search of water, and the last to consider himself as far as food and comfort were concerned. Never before has an explorer travelled the distance that he did in unknown country without making a mistake or losing some of his followers. Of course, Livingstone, Stanley, and V. L. Cameron had perilous journeys through Africa, but in that country they had plenty of food and water at easy distances, and always natives to carry their stores. In Australia, especially on the track which Stuart took from Adelaide to Van Dieman's Gulf, there were long stretches of exceptionally dry country, with little food to be got en route, and no assistance from the natives. Nowadays it is so much easier to travel over dry belts of country, because with a well-trained camel it is possible to traverse from two to three hundred miles without water. I think, if I remember rightly, Ernest Giles travelled 321 miles in 20 days without water. Had Stuart had the advantage of camels he would have made the trip across the continent many years before he did. It may be a coincidence, but it is nevertheless a fact, that he struck nearly all the main waters going through from Stuart's Creek to Van Diemen's Gulf. Well may it be said of John McDonall Stuart, without disparagement to his brother explorers, that he was the prince of explorers, and I am exceedingly pleased to be present this evening to commemorate this fiftieth anniversary and do honor to such a great explorer. Captain Charles Sturt commenced his career as an explorer in the year 1828, when he started on an expedition down the Macquarie River and into the far west country of New South Wales. He was absent four months and two weeks and explored 1,272 miles. Sturt left Sydney on the 3rd November, 1829, on an expedition down the Murrumbidgee and Murray Rivers. He travelled down the river in canvas boats, and explored a distance of 1,950 miles. Sturt surveyed the Murray as he went down, and marked it on a plan, which has been recognised as correct by more recent surveyors. He was away nearly six months, and it was a most arduous task for anyone to undertake in a new and unexplored land. In 1844 Captain Sturt went from Adelaide to Menindie and

through the Barrier (only four miles to the north-east of the Broken Hill Mines). Piesse's Knob was erected by Sturt, and in his journal, when travelling through this country, he describes it as highly mineralised. Sturt took a boat with him on this expedition, as he thought there was an inland sea. This boat was left at Flood's Creek, just north of the Barrier, and was there for many years until carried away by floodwater and broken up. The party was stuck up at Depot Glen for between seven and eight months. The weather was so hot that the nails dropped out of the boxes, combs and toothbrushes were split with the heat, finger and toe nails became brittle and dropped off to the quick, and it was impossible to write above ground, so they excavated a hole and covered it with boughs and earth, and there Captain Sturt did his writing. He made many trips from Depot Glen to the north, across the stony plains, and struck Cooper's Creek. His rations were not sufficient to allow him to continue his journey, and therefore he had to beat a retreat. Edward John Eyre started from Adelaide on the 18th June, 1840, on his overland journey to King George's Sound. He started with three men and two black boys. Two of the men returned from Fowler's Bay, and one (his overseer) went on with him. The party consisted, after they left Fowler's Bay, of one native boy belonging to Western Australia, two native boys from this side, his overseer, and himself. The two native boys he took from South Australia killed his only companion and robbed the camp of rations. Eyre was left with the one native boy from Western Australia. They struggled along for very many miles, when they were picked up by a whaler, who attended to Eyre's wants, clothed and fed him and the black boy and kept him for some week or two, and then equipped him, and he started away on foot again and made King George's Sound on the 7th July, 1841, after travelling a distance of about 1,300 miles. George Grey made a wonderful trip along the west coast of Australia. I think, if I remember rightly, he travelled thirty days on foot, gathering what little native food he could, and he arrived at Perth in a very exhausted condition. Dr. Leichhardt made the celebrated trip from Moreton Bay to Port Essington, leaving Brisbane in September, 1844, and arriving at Port Essington in December, 1845, covering a distance of 3,000 miles in one year and three months. I now propose "Other Australian Explorers," those men who have undertaken perilous journeys through hitherto untrodden wilds of Aus-

tralia, who have had an enthusiasm unabated by every discouragement, a perseverance unextinguished by trials and hardships which ordinary minds would have despaired of surmounting, and a talent which guided and led on to the full and final achievement, coupling with the name of John McDouall Stuart those of Captain Charles Sturt, Edward John Eyre, Dr. L. Leichhardt, Ernest Giles, David Carnegie, Sir John Forrest, L. A. Wells, David Lindsay, W. H. Tietkens, Sir George Grey and P. E. Warburton.

MR. W. H. TIETKENS (responding)—Other Australian Explorers" comprise a small band, of which I am a humble member, and which has gone forth at various times into the wilds of the waterless deserts of the interior and has opened up New South Wales, Victoria, Queensland, and Western Australia, and has crossed this State from south to north, from sea to sea. I thank you on behalf of them all. Of those who have gone out and have not returned it might well be said, in the words of Chesterton—

"These men may light the mystery
Of mastery or victory.
And these ride high in history,
But these shall not return."

For those silent ones I thank you. Again, for those who have at various times achieved success for their country in smaller, yet none the less important endeavors, I thank you.

MR. DAVID LINDSAY (also responding)—On this historic occasion I esteem it a great honor to be asked to respond, with my fellow-explorer, Mr. Tietkens, to the toast of "Other Explorers," so ably put before you by the Hon. Mr. Lewis, one who knows from experience the difficulties and hardships that attend the exploration of the drier regions of Australia. I desire to add my tribute to the great work accomplished by Stuart and the gallant members of his party—heroes every one of them—in whose honor we are assembled to-night. I had not the pleasure of meeting Stuart, being too young at the time of his return, but some members of his party have been lifelong friends, especially Steve King, with whom in my youth I was associated in survey work, and for whom as a man and a bushman I had and have the greatest admiration. Having crossed and recrossed the routes followed by Stuart I have always been impressed with the accuracy of his locations

and descriptions of the country. The trees marked J.M.D.S. in many places across the continent were sure marks, and were considered almost sacred by bushmen and others. I well remember a tree that was marked at Daly Waters. The Inspector of Telegraphs, the late Mr. J. A. G. Little, had so much regard for this tree that, finding that a Telegraph employe had cut his own initials on the same tree, he immediately discharged the man. There were some who could hardly believe that Stuart had really reached the sea, but those who knew Stuart and his men were quite satisfied, and we in Port Darwin were ever on the look-out for evidence to support their report. My chief, Mr. G. R. McMinn, sent me out in 1879 to search for traces. I went east to the Mary River and followed that stream down until it lost itself in the great swamps that gave Stuart so much trouble. Unfortunately it was late in the season, October, and the rains had set in. Not desiring to share the experiences of McKinlay by being hemmed in by uncrossable swamps, I returned, having formed the opinion that Stuart had not touched the Adelaide River, and must have touched the coast further east than had been supposed. This was eventually proved correct, as, at the end of 1883, a native reported having found the tree, and conducted a volunteer party, which sailed from Darwin to it. It was afterwards visited and photographed by Mr. Foelsche, the letters showing plainly. That Stuart had good seasons does not detract in the slightest from the merits of his great work, and no praise is too great for the dogged, persistent determination, not only on his part, but also of his loyal comrades, in the difficult task of travelling right across the continent and back to Adelaide. It speaks volumes for the ability of the leader to hold his party together during all those wearying months of semi-starvation and sickness. And also for the character of the men who so manfully stuck to him and obeyed his every wish—all honor to them. It may be interesting to note that as Stuart had found the only direct central route south to north, so did John Forrest find the only west to east route that could be negotiated with horses. These two main lines left great spaces on the map, some found by later explorers to be waterless wastes, which even with camels it was difficult to cross. Remember Warburton's eventful trip and Ernest Giles' great dash in the attempt to cross north of Forrest's track with horses. No man could have shown greater pluck and determination than did Giles on that journey. You will remember that

when his companion, Gibson, set out to return to the camp with the horses that Giles was 30 miles from "The Kegs." Gibson left two gallons of water in one keg. Giles had only one pint of water during that 30-mile walk and no food. Shouldering the keg, which with the other things he was carrying weighed about 50 lb., for six days he struggled on in a half-unconscious condition with only 1 lb. of dried horseflesh. For the last 20 miles he had no water. This feat of endurance has never, I think, been surpassed, not even by Eyre on his long march around the Great Australian Bight. Gibson was lost. The records of Australian exploration are singularly free from loss of life, for if we except Leichhardt's Expedition, which was totally lost and whose last resting-place is unknown, and Kennedy's disastrous trip in North Queensland, but few exploring parties have lost any or more than one member of the party. This may be attributed to the fine class of men and the wise judgment of their leaders. Reference has been made to the easy work with camels as compared with horses. May I venture the opinion that Stuart could not have accomplished his last great work with camels. Certainly camels would have been better than horses as far north as Powell's Creek, but not beyond that, owing to the absence of suitable feed for camels and the prevalence of poison bushes. It is certain they could not have traversed the swampy country between the Mary River and the coast. The explorations of more recent explorers could not have been done with horses. Many of you gathered here to-night can scarcely realise the great strain on a leader, and the perseverance and determination required to overcome the obstacles presented by Nature in her worst moods; but occasions like this make us feel our work in wresting from Nature her secrets has been appreciated, and compensate us for our many trials and hardships. Truly we are all proud to see our names written across the map of Australia, and to know that we have done our best as pathfinders in this, our great country. Yet sometimes we feel that we are forgotten. For instance, a certain school atlas, purporting to show the routes of explorers, does not show any of the tracks of those of us who have been out since 1879. And you will admit that much good work has been done since then, and our children should not be allowed to forget the names of Winnecke, Favenc, Tietkens, Wells, Carnegie, and others. I think it will not be out of place to-night if I ask you to remember the name of that generous colonist, the late Sir

Thomas Elder, whose munificence enabled Giles and myself to do much to explore the dark places of the continent. One direct result of his last expedition in 1891, the leadership of which was entrusted to me, was the discovery of the famous West Australian Goldfields of Coolgardie, Kalgurli, and the East Murchison. May I for a moment contrast the works of explorers in Africa and Australia? Africa, with its immense forests, mountain ranges, great rivers, numerous people, and wild animals, enabled the great explorers of that continent to write fascinating books of travel and adventure, and become popular heroes to their own pecuniary benefit. Australia, on the other hand, in some of the interior regions has none of these. Our journals therefore have often been but a daily record of work done and distances thrown behind us, making but dry and uninteresting reading. South Australia can claim the credit of having sent a goodly number of explorers out into the unknown—Babbage, Horrocks, McKinlay, Ross, Harvey, Delisser, Giles, Gosse, Warburton, Lewis, Tietkens, McMinn, Winnecke, J. W. Jones, Cornish, and Wells. For them and other explorers I desire to join with Mr. Tietkens in thanking you for the honor you have conferred upon us on this never-to-be-forgotten occasion.

Mr. C. P. Conigrave (also responding)—As a native of Adelaide I counted it a great privilege to respond to the toast and to be placed amongst those whose names were associated with Australian exploration. When I was quite a small lad my father introduced me to Mr. Auld, and I little thought then that later in life I should be identified in some way with work of a similar character to that done by the members of the Stuart Expedition. I am proud to be accepted here to-night as an explorer, and I heartily thank you.

At the instance of MR. JOHN BARKER. His Excellency was warmly thanked for having presided over the gathering.

The banquet was arranged by a Committee of Adelaide citizens, of whom the Mayor of Adelaide was Chairman, and Messrs. W. Chambers and J. A. Riley Hon. Secretaries. The money for the purchase of the medals was collected by Mr. F. E. Benda, formerly Secretary for the Northern Territory. The dies for the medals were engraved by Messrs. Niehuus & Lucy, of Adelaide, and the medals struck by them.

CAPTAIN MATTHEW FLINDERS, R.N.

Through the courtesy of Count Alphonse de Fleurieu, who recently visited Adelaide, this Society has been supplied with a copy of the reports made to the French Government by General De Caen, who was Governor of Mauritius during the time Captain Matthew Flinders was detained as a prisoner on that island.

The reports from which the information now supplied was obtained, were translated into French from the original papers of Captain Flinders, which were seized by General De Caen, when Flinders arrived at Port Louis, Mauritius. The French translation, now in the Municipal Library of Caen, in France, has been copied by Madame H. L. Helonis, and has been retranslated into English by Miss De Mole, in Adelaide.

The greater portion of the retranslation has not previously appeared in English publications, and is of historical interest, as it furnishes particulars of the voyage of the schooner "Cumberland," which does not appear in "Flinders' Voyage to Terra Australis."

Where any portion of the within retranslation is reprinted a reference to the fact is made in a footnote, in order to enable the reader to refer to the original statement published in "Flinders' Voyage to Terra Australis," or in the "Historical Records of New South Wales."

Extracts from the Journal of Captain Flinders, Commander of the schooner the "Cumberland," which arrived in the north-west port of the Isle of France (Mauritius), the 28th Frimaire, in the year XII. (1803).

JUNE 11, 1803.—In the Bay of Sydney, Port Jackson.

The brig "Lady Nelson" has sailed for the River Derwent, on the coast of Van Diemen, with the intention of founding a settlement in Risdon Bay (near Hobart).

Captain Flinders writes to the Governor, P. G. King, in which he gives an account of the bad state of the "Investigator" after her voyage in the Gulf of Carpentaria, and asks that for the continuation of the service on which he is engaged the said ship should be tested by experts.

In reply to this letter, an order from the Governor, P. G. King, to Messrs. William Scott, Commander of the ship "The Porpoise;" E. H. Palmer, Commander of the Company's ship "Bridgewater;" and Tho. Moore, shipbuilder, to go on board the "Investigator" to make the required inspection.

JUNE 14.—Report of the experts' inspection*, by which it was decided that on the port side out of 98 planks only 11 were found to be sound, the others being completely rotten; on the starboard, out of 89, only 9 were in good condition. It was stated that the few sound planks were right at the stern; those at the bow, and which must bear most strain, are completely beyond service.

The stern, particularly the outside, is in a very bad condition, and the sheathing on both sides so rotten that a new lining is indispensable.

The experts, after this examination, decided unanimously that in no country in the world would it be worth while repairing the "Investigator" so as to make her thoroughly seaworthy, and that, in any case, Port Jackson could not offer the necessary means for these repairs.†

JUNE 15.—Captain Flinders writes again to the Governor, in which he explains to the latter that his ship being condemned he is obliged to ask officially for another vessel in order to continue the voyage on which he has been sent by the Lords of the Admiralty, for the purpose of examining the coasts of New Holland, which has been barely half surveyed. He regards the "Porpoise" as the most suitable ship to complete this voyage, in case the "Rolla," which is in port, should not be available. He observes that for many reasons the latter vessel would be more suitable by reason of its size.

JUNE 16.—The Governor, P. G. King, replied, in which he announced that the expense which would be occasioned by the purchase and the equipment of the "Rolla" is an obstacle to his granting him that ship, but that, having

* See Flinders' Voyage to Terra Australis—Vol. II., p.p. 274-5.

† The "Investigator" was subsequently cut down, refitted, and dispatched to England. It left Sydney on 24th May, 1805, and arrived at Liverpool on 14th October the same year. See Historical Records N.S.W., Vol. V., p.p. 712 and 729-30.

already formed the project of sending the "Porpoise" back to Europe, because she was getting into a bad state of repair, he had given orders to the commander of this ship to return to Port Jackson as soon as he has deposited on the coast of Van Diemen the colonists that he is conveying there; then the necessary arrangements will be made to facilitate the continuation of the voyage of the "Investigator."

The "Porpoise" left the same day for the River Derwent, with the intention of forming a new settlement there.

JULY 6.—Letter from Captain Flinders to Governor P. G. King, in which he accepts the proposal made to him of the "Porpoise," and of a small colonial boat to serve as tender.

The "Porpoise," having returned, he asked that an inspection should be made aboard to ascertain whether in a short time she could be put in seaworthy condition to extend over two and a half years, which are practically necessary to complete the voyage begun by the "Investigator" and to return to England.

SAME DAY.—Order from the Governor, P. G. King, to three experts to go aboard the "Porpoise" to make the inspection according to Captain Flinders' request.

JULY 9.—The said experts, having inspected the "Rolla" (sic), declare that this ship, being badly in need of repairs, cannot be made seaworthy in less than six months.

JULY 10.—Letter from Governor King*, in which he informed Captain Flinders of the result of the survey of the "Porpoise," and proposed different means to make it possible for him to continue his voyage, such as:—

1. To wait until the "Porpoise" be repaired and refitted.
2. To purchase and equip the "Rolla."
3. To take the "Lady Nelson" and the colonial schooner "Francis."
4. To wait until January for the return of the "Buffalo" from India.
5. To return to England to solicit another vessel to complete what he has so successfully begun.

He leaves these suggestions to the consideration of Captain Flinders, and congratulates him warmly on his zeal for continuing the service which he has so beneficially com-

*See Flinders' Voyage to Terra Australis—Vol. II., p. 271.

inenced, and hopes for the benefit of science and navigation there will only be a temporary delay.

JULY 11.—Letter from Captain Flinders to the Governor, P. G. King:—

To His Excellency P. G. King, Esq.—

I have received from your Excellency the report of the inspection of the "Porpoise" and a resume of the different plans to facilitate the continuation of the voyage of the "Investigator." I cannot sufficiently testify my gratitude for the enthusiasm thus shown for the service on which I am engaged.

May I, however, be permitted to make several observations on the different articles, contained in your Excellency's letter:

Whether it be a question of repairing or putting in a condition to start the "Porpoise" or the "Rolla," or of awaiting the return of the "Buffalo," both suggestions have the same drawback—that is, loss of time. As to the first, she would later on be unfit to continue the service according to the original plan of the voyage, owing to several difficulties and obstacles it presents, and particularly on account of her size. The "Rolla," if she were put in sailing order, would be suitable for the plan of my voyage, but will not do, owing to the expense and the time which would be required to prepare her; and it is also possible that she might be defective, and that her purchase might not be approved of. The "Buffalo," apart from the uncertainty of her arrival, would require almost certainly six months to be put in sailing order, and thus appears unsuitable for the service of the colony; and then the inconvenience which would necessarily result from the changing of her commander into second, and of the company attached to the ship, would in itself suffice to prevent me from thinking of this ship.

The colony's ships would be very suitable for the continuation of the voyage in the neighborhood of the colony, as far as the geographical portion is concerned, but the researches of the scientists who are with me would, in a great measure, be impeded, and if we should be obliged to procure these ships on the north coast, a great deal of time would be spent in going to fetch provisions on the islands opposite, so that the voyage would be dragged out to an unreasonable duration; even then the geographical part

would be ill executed, and in the end we should lack vessels to transport us to England.

The last article is accompanied by the same drawback—the loss of time, but as your Excellency has kindly offered the “Porpoise” to transport us, there seems to be no other objection. I have taken into consideration, too, the result which would follow if I should stay behind to explore several small portions of the coast as far as circumstances would permit, and if I sent home an officer charged to equip and bring out a ship such as the Commissioners of the Admiralty should think fit to send us; but when I consider that my presence may be useful, either for choosing and preparing the ship, or with regard to the expedition, I think that more may be lost than gained by my staying. This is why, notwithstanding the repugnance I feel in returning to England before fully accomplishing the object for which the “Investigator” was sent out, I see the necessity of concurring with the opinion of your Excellency and of preferring the last plan.

I think it unnecessary to ask that the “Porpoise” should be made ready with all possible speed, and that your Excellency would be good enough to give orders to the commander to effect his passage through Torres Strait, where, if you think fit, I shall do my utmost to guide him in complete safety. I think this passage is the smoothest and the most expeditious at this season. It would furnish me with a second opportunity to assure myself if this strait can become or not a safe and general passage for ships coming from the Pacific into the Indian Ocean.—

I have the honor to be
your Excellency's most obedient servant,
MATTHEW FLINDERS.

JULY 13.—Letter from the Naturalist, Robert Brown, and from the Artist, Ferdinand Bauer, in which these scientists represent that their return to England would in no wise second the purpose of the expedition, while by remaining in New Holland until the return of Captain Flinders they would be able to continue their observations. They proposed waiting eighteen months, after which time they purposed returning to England if they had received no news.

JULY 17.—Reply of Captain Flinders to the preceding letter, by which he consents to grant the request made; and

to leave these two scientists supplies for eighteen months, while urging upon them to return by the first ship which should offer, for England, if between now and then they should receive no instructions on the subject.

JULY 19.—Letter from the Governor, P. G. King, to Captain Flinders, in which he informs him that, in consequence of the condemnation of the "Investigator," the "Porpoise" will be at his disposal to make his return journey to England. He advises him at the same time to devote himself forthwith to the dismantling of the "Investigator" and to the work of fitting out the "Porpoise."

JULY.—Mr. Scott resigns the command of the "Porpoise," and Lieutenant Fowler (formerly of the "Investigator") is appointed to command her.

JULY 22.—The commander of the "Investigator," as well as the remainder of the officers and crew, are received as passengers aboard this vessel. They devote themselves to dismantling the "Investigator" so as to fit out the "Porpoise."

AUGUST 1.—Order of the Governor to the commander of the "Porpoise," requesting him to receive on board Captain Flinders with the officers and sailors which he would designate, and enjoining him to pass through Torres Straits, where Captain Flinders must continue his observations and define various geographical positions. He orders him, moreover, to take the route which the latter shall indicate for the most prompt execution of the orders of the Lords of the Admiralty, and to ascertain whether in passing through Torres Strait the route to England is shortened.

Captain Flinders observes that since his last voyage to Port Jackson the settlement has made great progress with regard to provisions and refreshments. The first time he had been unable to procure either oxen or sheep to refresh his crews, and this time he finds meat as well as vegetables at very moderate prices. He attributes these happy changes to good administration.

AUGUST 7.—The Company's ship "Bridgewater" and the "Cato" having accompanied the "Porpoise" into Torres Strait, drop anchor beside her.

AUGUST 10.—The three vessels set sail at half-past ten in the morning.

AUGUST 18.—At half-past nine reefs were sighted. The vessel was square-rigged; they let her go in order to tack, but the ship, missing stays, struck on a reef, and the mizzen

came down immediately. The confusion and the waves prevented the firing of a gun or making any other signal to warn the other two vessels. They took different directions. They were on the point of wearing, and the "Cato," meeting the wind, was unable to tack, consequently she grounded a little to the north-west of the "Porpoise." The "Bridgewater" avoided the reefs by bearing to south-south-west.

After the first moments of disorder were over the large boat and the cutter were lowered, and all looked to the "Bridgewater" for rescue. Captain Flinders then said to Lieutenant Fowler that he was going to take his charts and his journals and try to get aboard the "Bridgewater" in order to take the necessary measures to save the shipwrecked crew as soon as possible. He soon perceived that it was impossible to reach this vessel. He determined, in consequence, to return to the place where the "Porpoise" was lost, leaving in the boat his maps, &c. But the bar was too strong, he could not approach it. During the night they lit several fires, to which, according to some, the "Bridgewater" replied, whilst others thought that it was only the ship's lantern, which was seen till 2 o'clock in the morning. At daybreak the boat was rowed towards the lost ship, but the tide having receded, they could not reach her, the vessel having been carried further on to the reef. They then perceived that what had been mistaken for rocks, was only a bank of dry, white sand, and sufficient to hold all those who could leave the ship, as well as the provisions which would be taken out of her; what added to the general delight was that soon after the "Bridgewater" was observed approaching the bank. The "Cato," by the force of the wind, was soon submerged and her deck broken up.

A raft had been constructed during the night to save the crew in case the ship should break up. Everyone set to work to take out provisions and water, which were sent on to the sandbank, where Captain Flinders got into the boat in order to go out to the "Bridgewater" as soon as she should get near enough to induce the captain to drop anchor to leeward of the reef in order to take on board all the castaways and whatever they had managed to save, but this vessel, being unable to approach the reef, took another tack, and was not seen again that day.

At midday one barrel of flour, another of beef, pork, and rice, some spirits, and a cask of water were brought ashore at low water. The crew of the "Cato" arrived on

the sandbank in the open boat. Towards 2 o'clock the shoal was high and dry; everyone was employed in sending ashore provisions, water, and various other articles, such as linen and private belongings.

AUGUST 19.—Constructed a flagstaff on the sandbank and hoisted a Union Jack.

"The Porpoise" being completely wrecked, Captain Flinders renounces his condition as a passenger and takes command of all which had escaped shipwreck. By the evening they had brought ashore several casks of peas, spirits, wine, and beef, besides some sheep, pigs, and poultry, &c., as well as some sails and oars, which were used for making tents.

On this day there was no sign of the "Bridgewater."

AUGUST 20 and 21.—Still continue to bring provisions and water from the wreck.

On the 21st, after verifying the number of people shipwrecked, it is found that there are on the sandbank 94 souls, of which three are children, and seven or eight persons so badly injured on the rocks that they are incapable of doing anything.

Not having sighted the "Bridgewater" for the last two days, all hope of seeing her again is abandoned.

AUGUST 22.—The principal officers of the two shipwrecked vessels hold a sort of council to consider the means of extricating everyone from the vexatious position in which they find themselves. It is decided that they will set to work at once to make a kind of flying bridge to one of the largest boats, and that Captain Flinders and the commander of the "Cato" will embark on this boat for Port Jackson, where they will go to make arrangements with the Governor either to procure colonial ships to bring them all back to Port Jackson, or to freight a vessel capable of transporting them to India, from where they will be able to take their passage for Enrope.

It is decided at the same time to construct a small cutter, on which it is possible to embark for Port Jackson, in case of any accident happening to Captain Flinders, or if no colonial ship should come to rescue the castaways.

AUGUST 23.—On the 23rd there are sufficient provisions of all kinds to last three months, even supposing that full rations are given out.

AUGUST 24.—Working with much activity on the flying bridge of the cutter. Captain Flinders appoints Lieutenant Fowler commander of all those shipwrecked on the sand-bank, and gives orders that the crew of the "Cato," having been unable to save anything from the said vessel, shall share with the crew of the "Porpoise" the provisions which have been saved from the said ship.

AUGUST 26.—The cutter, named the "Hope,"* being ready and having about three weeks' provisions of all kinds, Captain Flinders, with the commander of the "Cato" as second, also an officer of the "Investigator, and 10 sailors of the "Porpoise," making in all fourteen men, set sail for Port Jackson. They leave the reef at half-past eight in the morning, and at noon they find themselves, according to their observations, in latitude 22 deg. 11 min. 22 sec. S., and longitude 155 deg. 3 min. E.

AUGUST 29.—Saw land to the westward five or six leagues.

AUGUST 30.—Noon. Saw Cape Moreton.

SEPTEMBER 9.—Sighted the Cape of Port Jackson, and anchored in the Bay of Sydney at half-past 3 in the afternoon.

Captain Flinders officially asks the Governor if he will furnish one or two ships to take off the rocks the shipwrecked officers, sailors, and passengers of the "Porpoise."

SEPTEMBER 10.—They choose the "Rolla" to go and fetch the castaways; the colonial schooner the "Francis" is to accompany her, and it is decided that Captain Flinders shall set out beforehand on the "Cumberland" to bring word to the castaways that preparations are being made to bring them assistance.

SEPTEMBER 16.—The "Cumberland," which was in the River Hawkesbury, not having arrived, Captain Flinders is to meet her in his cutter, the "Hope;" it was at the same time decided that, after Captain Flinders had ascertained that no one was left on the reef, he should continue his journey to England on the "Cumberland." They begin putting on board this schooner full provisions for five months.

The papers concerning the shipwreck and the measures taken, consist of two letters, the first of which, dated the 9th of September, from Captain Flinders to the Governor,

*See Flinders' *Voyage to Terra Australis*—Vol. II., Chap. II., p. 315.

P. G. King, in which he gives an account of his shipwreck and of his return on the launch the "Hope," and makes the official request for a vessel to go and fetch the others, who were shipwrecked.

The second, of September 17, is the reply of the Governor to Captain Flinders*.

Sydney, New South Wales,

17th September, 1803.

Sir—

In acknowledging your letter, with its enclosure, dated the 9th inst., if I testify my regret for the misfortune which has befallen the vessels, the "Porpoise" and the "Cato," on the other hand, I am thankful there are only three men lost, of whom you make mention.

I have every reason to be assured that you and Lieutenant Fowler have neglected no precaution to avert this accident, and I am equally satisfied, from your report concerning the efforts made by the officers and crew after the loss of the ships, both in saving the provisions and in maintaining order in their present situation; and I cannot do enough for you and those who have come with you for, having undertaken a voyage of 700 miles in an open boat in order to procure help for our friends who are still on the reef; and I hope, for the honor of humanity, that, in case the "Bridgewater" is safe, that her commander will be able to assign some possible reason for his negligence in not ascertaining whether any were saved from the wreck or not, all the more, as there is good reason to believe that he was convinced that all had perished.†

No time has been lost in prevailing upon the master of the "Rolla," bound to China, to take on board the officers and sailors of the "Porpoise" and the "Investigator," and carrying them to Canton, whither he is bound, under conditions expressed in the agreement which I have made with him and which you have witnessed. For that purpose I have had put on board a proportionate quantity of provisions as the complete subsistence for 70 men for a period of ten weeks from the time of leaving the reef. I shall also give Lieutenant Fowler instructions to take command, which I have commu-

*See Historical Records of N. S. Wales, Vol. V., p.p. 222-3, and Flinder's Voyages, Vol. II., p.p. 323-5.

† The "Bridgewater" reached India safely. After leaving Bombay no tidings of the vessel has since been heard of. See Flinders' Voyage, Vol. II., p.p. 307-9.

nicated to you, and will direct him to consult with you on the measures to be adopted for executing those instructions as far as the situation and events may render them practicable.

And as you agree with me that the "Cumberland," colonial schooner, of 29 tons, built here, is fit to make the voyage to England by way of Torres Straits, and it being essential that you should reach England as promptly as possible with your charts and journals, I have directed the Commissary to hand over to you that vessel, with all its rigging, sails, &c., &c., and to furnish her with the munitions of the "Investigator," with other articles which you may require, besides a quantity of provisions sufficient for six months for ten officers and sailors. And on your arrival at the wreck reef, you will select such officers and sailors as you may judge necessary. Lieutenant Fowler has my orders concerning this.

After having given every assistance to get the people and as many provisions as possible on board the "Rolla," and having given orders to the commander of the schooner "Francis," according to circumstances and to bring back those whom he has picked out as being incapable of service, and to take as many provisions as he can. You will then proceed to England by the route which you consider the most suitable and advantageous for forwarding his Majesty's service.

On your arrival in London you will deliver my letters to the Admiralty, and to the Principal Secretary of State for the Colonies.

In case any unforeseen circumstances should prevent the accomplishment of your voyage in the "Cumberland," you will take such measures as may appear most conducive to the interest and service of his Majesty, either by selling the vessel or letting her for freight at the Cape or elsewhere, if any merchants should undertake to send officers and sailors capable of bringing her here. And in the event of your being obliged to dispose of her, you will account with his Majesty's Principal Secretary of State for the Colonies for the proceeds.

I am, Sir, &c.,

(Signed) PHILIP GIDLEY KING.

Captain Matthew Flinders,

Commander of His Majesty's armed ship "Cumberland."

SEPTEMBER 20.—The “Cumberland,” the “Rolla,” and the “Francis” set sail and take their course towards the sandbank.

SEPTEMBER 23.—Entered Port St. Etienne (Port Stephens).

SEPTEMBER 24, and the Following.—Strong gales and variable winds. The sky dark and cloudy.

OCTOBER 8.—The “Rolla” perceived a sandbank to the south-west and a sailing ship to the W.S.W., going full sail. Sighted two boats, and soon after the flagstaff on a more distant reef. At half-past two, passed the first sandbank surrounded by reefs, but separated from the other bank by a channel three miles wide. At 4 o’clock spoke one of the boats, and soon after anchored in 15 fathoms. Replied to the hurrahs of the shipwrecked people on the sandbank; Captain Flinders while going ashore was saluted by the little battery which had been established there; during his absence of six weeks, a little cutter of about 20 tons had been constructed and the keel of a second had been laid. Everyone enjoyed good health; they doubted the return of the “Hope.” All the men who were to go on the “Rolla” were taken on board, as well as a share of the provisions which had been carried on to the sandbank.

OCTOBER 10.—Finished loading all the provisions on the “Rolla.” Captain Flinders leaves Mr. Denis Lacy, formerly officer of the “Investigator,” with orders to man the little schooner, the “Resource,” and to take her to Port Jackson with the “Francis,” and to take as much as he was able of what remained of the wrecks.

Captain Flinders then chose his crew for the “Cumberland,” which comprised eleven persons, himself included.

Names of the persons selected:—

Matthew Flinders, Captain.

John Allen, 1st Lieutenant.

Edward Charrington, Boatswain.

John Elder, Master-at-arms.

George Elder, Master Carpenter of the “Porpoise.”

John Woods, Mate.

Henry Lewis.

Francis Smith.

N. Smith.

James Carter.

Jacob Gibbet.

OCTOBER 11.—The “Rolla” set sail for China.

OCTOBER 12.—The “Cumberland” lost sight of the sandbank and the reefs in lat. 15 deg. 29 min. 16 sec. south, and long. 151 deg. 48 min. 28 sec. east. Saw a large number of gannets and other birds, which proved clearly that there must be some fishing shoal or some inhabited island in the neighborhood. The shoal seen by Bougainville at eleven o'clock in the evening, and which is marked on English maps by the name of Diana's Bank, is very nearly in the position indicated above, and about half a degree by west, according to the Garde Teme (sic). Captain Flinders thinks it possible that all the birds belong to this shoal, and if that is so, Mr. Bougainville's longitude is correct.

With regard to the reefs between New South Wales and New Caledonia, Captain Flinders advances, as a statement of pure conjecture, that the much-regretted La Perouse and his companions in misfortune may have been lost on one of them. It was reported to him that a portion of the stern of a vessel had been found on the bank where the “Porpoise” and the “Cato” were wrecked, the very day that all the castaways went ashore, and that this piece of wreckage was burnt the same evening; Captain Flinders has no reason to doubt the authenticity of the report which came to him through a boatswain.

NAUTICAL OBSERVATIONS.

During the voyage of the “Porpoise,” which sailed from Port Jackson on the 11th of August, as far as the reef on which she was lost, the winds have often varied from S.W. to S.S.W., to S.S.E., to S.E., and to N.E.S.E. Weather often variable, rainy, sometimes calm, and a strong swell coming from the south.

Generally, the strongest breezes came from the S.S.W., followed by squalls and rain. When the “Porpoise” was wrecked the wind was E.S.E.

During the return of the cutter “Hope” from the sandbank to Port Jackson the winds changed from S.E. to N.E. to E. $\frac{1}{4}$ S., E.N.E., and N.N.E. The weather varied frequently on nearing Port Jackson; the winds were W.S.W. and S. The sky often cloudy.

Since the departure of the “Cumberland” the trade winds appear to have prevailed constantly with this variation: from S.S.E. to S.E. $\frac{1}{4}$ S., S.E., E.S.E., and E. The

weather nearly always squally, with strong winds. The sea rough, with a big swell.

Since the "Cumberland" has begun to sail from the sandbank towards Timor through Torres Strait, winds from the S.E., E.S.E., and S.E. $\frac{1}{4}$ E., have continued to prevail. The weather squally and a heavy swell on.

OCTOBER 10.—The wind was S.S.E. and S.E. $\frac{1}{4}$ E., lat. 22 deg. S., and long. 145 deg. 59 min. 56 sec. E. Sighted several banks of detached reefs on both sides of the ship.

Captain Flinders recognised these reefs as being the same that had been sighted by the "Investigator" in October, 1802. So far as their longitude and latitude are concerned, their extent southwards and westwards has not been yet properly determined. The "Cumberland" tacked to south to define them, but as they extended too far to the south-east she was obliged either to take the channel or to tack about. The channel by which the "Cumberland" passed, is not less than half a mile wide, and it is fairly safe, although, however, it would not be prudent to try to pass through it with a vessel. The rollers seem rather to break on a sandbank than on rocks. According to the bearings made by Captain Flinders, it seemed to him that the reefs extended at least three leagues.

OCTOBER 22.—Entrance Into Torres Strait.—Entered Torres Strait in Lat. 10 deg., Long. 144 deg. 2 min. east. Sighted Pandora's Shoal. Sounded seven fathoms at a mile's distance out. Seeing no shoal above water at 2 o'clock, tacked to get a view of Murray Island before night. Sighted the reef which runs N.E. $\frac{1}{4}$ E. to E.S.E. Sighted other reefs to the south at 4 o'clock. Sighted Murray Island lying to W. $\frac{1}{2}$ N., tacked. Left Murray Island distant 3 or 4 leagues.

Sighted other breakers which extend further to S.S.E. Reefs extend on each side. The shape of these reefs is rather curious, resembling somewhat a Wellington boot. The inside appears to be navigable, but have not perceived any passage for entering it.

OCTOBER 23.—Foggy weather. The "Cumberland" having passed south of the former reefs, another bank was seen running W. to S.W. $\frac{1}{4}$ S. Sighted during the day different little islands or sandbanks, Lat. 10 deg. 18 min. 15 sec. south, Long. 143 deg. 27 min. 3 sec. east. The "Cumberland" neared these reefs until sometimes the soundings

were only from $2\frac{1}{2}$ to 3 fathoms. The bottom is not of coral, but it is very dangerous everywhere. Captain Flinders sent ashore to obtain a few large shells or other curiosities. From a few traces we found it appears that these shoals are sometimes visited by the natives of the surrounding islands. The line of reefs much resemble an island.

OCTOBER 24.—At 2 o'clock in the afternoon, sighted two low islands to W.N.W. At 4 o'clock sighted York Island, high and flat, running S.W. At 7 o'clock another small island sighted from the masthead to S. $\frac{1}{4}$ E. Anchored below this island.

Captain Flinders' purpose, in taking the afternoon's route, was to verify different points in the charts of Captain Cook. He recognised them fairly well, but generally speaking the distances are too great.

OCTOBER 25.—At 4 o'clock saw Gannet Island, and hauled close to the wind because of the coral near it. Dropped anchor at 20 minutes past 3. Sent two men ashore to take some tortoises.

Observations taken off York Island confirm Captain Flinders in his idea that some error has been made in the charts of Captain Cook. According to him, York Island is quite a long way from Gannet Island, while by Captain Flinders' observation, there is only 40 minutes' difference in longitude.

Left Torres Strait, October 26th, 5 o'clock in the Morning.—At 5.30 in the morning weighed anchor and sailed for Timor. It appears that this Gannet Island is at the end of Torres Strait.

At Noon.

Lat. observed, 10 deg. 38 min.

Long., corrected, 141 deg. 38 min. E.

OCTOBER 26.—At noon, fine weather, moderate breeze, no land or reefs in sight; winds, E. $\frac{1}{4}$ N., E.N.E., N.E. $\frac{1}{4}$ E.

OCTOBER 28.—At 2 in the morning saw land to the W. $\frac{1}{4}$ S.; at 5 o'clock discovered two little islets. A considerable archipelago in sight.

Latitude, 11 deg. 3 min.

Long., 137 deg. 3 min.

Captain Flinders wished to take observations at Cape Arnheim to ascertain how far these islands are scattered to the north, and to define clearly what course a ship should take on leaving Torres Strait for Timor.

OCTOBER 29.—At 1 o'clock kept close to the wind to define the north of an island which was seen, but unable to reach it before night, Captain Flinders continued his way, in order to find a passage to the south.

At half-past five saw the two Crocodile Islands and some reefs, rather low, which were barely covered at high tide. Captain Flinders anchored at quarter to 7 in four and a half fathoms; bottom, sand and small stones; the rocks of the northern island were of the same kind as those of Cape Vanderline and of Cape Arnheim. The sounding in this passage is extremely irregular, so that Captain Flinders would not like to recommend it to any vessel unless she was pressed for time; the anchorage is very good when the winds bear from the north.

Turning the south-west point a fairly large bay was discovered, which affords ships a good shelter from south-easterly winds, but it does not appear that, in this season, the wind is favorable for sailing north.

OCTOBER 30.—No land or reefs sighted, winds generally from east-north-east, weather fair and breeze moderate.

NOVEMBER 6.—Sighted high land, which we suppose to be the Island of Moo, lying to N. $\frac{1}{2}$ W. No bottom at 82 fathoms.

NOVEMBER 7.—The weather fine, saw very high land, Captain Flinders considers that this land was Timor itself, although by the estimated distance this island was still 60 miles off.

Captain Flinders judges the mountains in the centre of the island and to the north of the Island of Timor to be equal in height to the Peak of Teneriffe. They are easily distinguished at a distance of twenty leagues.

NOVEMBER 11.—At half-past 4 in the evening the "Cumberland" dropped anchor in the Bay of Timor in $9\frac{1}{2}$ fathoms.

According to different observations taken by Captain Flinders, he fixes the real longitude of the southern point of Timor at 124 deg. 37 min.

During the four days that the "Cumberland" remained in the Bay of Coupang, at Timor, Captain Flinders took several general observations on the trade and resources of this island, which appears at present to be in a widely scattered state.

NOVEMBER 15.—Got ready at 5 in the evening to continue the route to the Cape of Good Hope. Nothing remarkable since sailing.

DECEMBER 4.—The reflections of Captain Flinders on the length of the passage from Timor to the Cape of Good Hope without calling anywhere, which decided him to put in at the Isle de France (Mauritius). Owing to the length of the journey between Timor and the Cape of Good Hope, and the size of the "Cumberland," it was decided at Port Jackson that he would call at Mauritius in the course of the journey as much to take in fresh food as for water, and that if it was recognised that the schooner was unfit to continue her journey to England, it was probable that Mauritius would offer opportunity of freightage the vessel for Port Jackson or of selling it to advantage. It had been reported that ships usually avoid calling there in the months of November and December on account of the hurricanes. Thinking that the French who had brought this report might be guided by interested motives, so as to keep the inhabitants of Port Jackson from learning what branches of trade might be established between the two settlements, and seeing that this port meant a deviation of not more than 200 miles out of our course to the Cape of Good Hope, I decided to call there for the following reasons:—

The store rooms of the schooner are in very bad condition, and the schooner having become leaky it required five hands working at the pumps from 5 to 10 minutes an hour to keep down the water, and as the gear of the pumps is out of order, it is to be feared that meeting heavy gales and rough seas in the vicinity of the Cape we might be forced to keep to sea without being able to double the Cape.

Imperative reasons for calling at Mauritius are, first, to repair the ship. Secondly, to procure firewood, water, and liquors, seeing that we are on short rations since leaving Timor. The third reason, and the principal one, is the possibility of finding in Mauritius a vessel bound for England, on board of which I might procure a faster pas-

sage than on a boat such as this, for its greatest speed is only seven knots, and in a rough sea we are often obliged to heave to, however favorable the wind might be. Added to which it is impossible for me to work on board to complete my maps of discovery, since it is only in the finest weather that I can write my diary of the route; it is perhaps likely that I may arrange for the return of this schooner to Port Jackson, or I may be able to sell her to advantage.

Independently of all these reasons there exist others, not less important, such as delivering the letter from Governor King to General Magallon,* for otherwise I might be obliged to send it back to him from the Cape.

To get information concerning the *Geographe* and the *Naturaliste*.

To acquire knowledge of the periodical winds and weather of the port, and the actual condition of the French colony, and of the utility she and her dependencies in Madagascar may be to Port Jackson, and to find out if this island may not offer me resources in my future voyages.

With the possibility of war breaking out shortly I could get information on this point from this colony, especially as I have a French passport and I could avoid touching at the Cape, for which I have no passport, by taking sufficient provisions to carry me to Saint Helena.

DECEMBER 13.—Being in sight of Rodriguez there were, besides Captain Flinders, two men sick with bilious fever, which he attributed to the bad air it was impossible to avoid aboard in so small a ship having so many people on board.

This is an accessory reason which makes him anxious to reach a port.

DECEMBER 14.—Sighted the Ile de France (Mauritius).

DECEMBER 15.—Moderate breeze, cloudy; at daybreak I saw land, the southern end of the island lying from the south-west towards the northern part is not visible. I kept close to windward to the north-west. I saw breakers far off in front of us, and so worked to windward to define

* General Magallon was transferred to Bourbon prior to the arrival of Captain Flinders, having been superseded by General De Caen. See "Flinders Voyage to Terra Australis." Vol. II, page 356.

their position; then I gradually sheered off, making straight for the south-east and in the direction of the southern part of the island. I saw a flag on the hill near the bay S.W., and I hoisted ours at 11.30. A small schooner came from the little cove and for some time headed towards us, then she went along following the coast.

DECEMBER 16.—Wind cool, weather fine. I steered towards the schooner, supposing that it would put in at the N.W. Port. But observing that it was going to the shore, and that it was dropping behind us, I went as near as possible and discovered a French yacht. Seeing that she sheered off and turned back into a small harbor in which several small ships were riding at anchor I followed as closely as possible after her and cast anchor in three fathoms, where I was sheltered except from the S.W. I sent a boat ashore, and after having seen my passport, which I happened to have sent, an officer came on board with a pilot.

Squalls outside the Goulet, the point of this small harbor; heavy clouds passing over at intervals.

At daybreak, calm; presently the pilot received some order sent from the land.

After 10 o'clock the wind came in gusts from seaward; for this reason it is not easy to leave this harbor.

Fresh breezes and fine, but heavy clouds over the land.

On reaching this little port on the S.W. side of the island we noticed that the crew left the schooner which was in front of us and climbed the rugged hills in great haste, each of them carrying something, and others were mounting towards the summit, carrying muskets. They refused to come to us, for otherwise I should not have lowered a boat, wishing to set sail as soon as I could procure someone to show me the north-west port of this island.

Finally, we heard that war had been declared between England and France, which accounted for this strange behaviour.

I now began to consider that my passport did not extend further than aboard the "Investigator," and I was dubious as to what degree the French would be indulgent in considering its intention, rather than the literal sense of the passport. I applied to the officer who came aboard about procuring several casks of water, having in my own mind the intention of weighing anchor, in fact, during the

morning in company with the other schooner, but instead of going to the N.W. port with her, I was disposed to go to the Cape as speedily as possible. But after some conversation I learnt that the Dutch were in possession of the Cape, and as we could not go as far as St. Helena to get provisions, or, at any rate, wood and water, I was obliged to put a good face on the matter.

The French officer commanding this district came on board, in company with other officers, and examined my passport and particularly my commission, and demanded it, in order to send it to North-West Port,* to submit it to the Governor, but I objected to letting it leave my hands, upon which they offered me horses to go by land and a pilot to guide the schooner. Having found it advisable to accept one of the two alternatives, I adhered to the latter and went ashore with the officers.

The officer second in command, and who was the first to come on board, treated me with much politeness, but after lunch in the afternoon I learnt that we could not leave without permission from the commandant, whom they were expecting; I therefore preferred to go on board, declaring that I would depart the next day if the matter was not settled before then. I found the pilot on board, who was awaiting orders to go out with us.

M. D'Unienville, major of this district of La Savanne, spared nothing to show his hospitality, for, besides a quantity of tamarinds and bananas which he gave us, he pressed me to dine with him, having invited several of his neighbors. And then the commandant consented to my departure on the schooner as I had first desired. Our party of friends, of ladies, and everyone generally, accompanied me to the shore, and sent a basket of mangoes with other refreshments. M. D'Unienville and his wife seem indeed to be very kind people.

DECEMBER 17.—Fresh breeze and fine weather, with gusts of rain off the land at intervals. At 4 o'clock the commandant came on board, and as there were squalls of wind coming from the Goulet, we weighed anchor, and at 5 o'clock we passed the channel between the reefs and steered past the high and rugged mountain situated on the south-west point of the island, at 8 o'clock. We left the mountain S.E. to the east, being nearly 2 miles from land, and

* Port Louis was then named North West Port.

steered closer to the wind towards the land. An American ship steered to windward of our vessel.

Light winds, variable during the night; at daybreak I saw the ship in North-West Port, 3 or 4 miles to windward. At 7 o'clock, we tacked, the vessels in the port remaining at E. $\frac{1}{4}$ S.; at 9 o'clock the ship was S. 60 E., at 5 or 6 miles distance. Winds variable, the weather heavy and cloudy. Tacked in order to get into port, keeping near the shore towards the last because of the fresh water.

CAPTAIN FLINDERS UNDER EXAMINATION AT MAURITIUS.

Questions put to the commanding officer of an English schooner anchored in Savanna Bay, at the Isle of France, on the 24th Frimaire, 12th year (the 17th December, 1803), who was chasing a coaster which in consequence of the declaration of war between the French Republic and Great Britain, wished to avoid being pursued by the said schooner. The said English schooner arrived the next day in the harbor of Port North-West, where she anchored under Cartel colors. The commanding officer made a declaration to the officer of the health boat that his name was Matthew Flinders, and his schooner the "Cumberland."

Q.—What is the captain's name?

A.—Matthew Flinders.

Q.—From what place did the "Cumberland" sail?

A.—From Port Jackson.

Q.—At what time?

A.—Does not recollect, but thinks it was 20th September.

Q.—What is the purpose of your expedition?

A.—My only motive was to proceed to England as soon as possible to make a report of my voyages and to request another ship in which to continue them.

Q.—What is the reason which determined Captain Flinders to undertake a voyage in so small a vessel?

A.—To avoid losing two months in proceeding by way of China. Ships sailing from Port Jackson all call at China.

Q.—Does not Port Jackson offer frequent opportunities for reaching Europe?

A.—There are big ships, as already stated, which call at China, and for that reason he determined not to proceed that way.

Q.—At what place has the “Cumberland” put in?

A.—At Timor.

Q.—What could be the reason for her putting in at Timor?

A.—To take in fresh provisions and water. Left Timor 34 days ago.

Q.—What passports or certificates were required at that place?

A.—None.

Q.—What is your motive in coming to the Isle of France?

A.—The want of water. The pumps are bad and the vessel is very leaky.

Q.—To what place does Captain Flinders intend to go from this island?

A.—Having no passport for the Dutch Government, cannot put in at the Cape, and will therefore be obliged to stop at St. Helena.

Q.—What is the reason for your not having your officers, the Naturalists, and other persons employed on the Expedition?

A.—Two of the gentlemen have remained at Port Jackson, and will join the ship he expects to obtain in England. The others have proceeded on to China.

Q.—What reason induced Captain Flinders to chase a boat when in sight of the island?

A.—Never having been at this island, he was not acquainted with the harbor, and seeing a French vessel chased her for the only purpose of obtaining a pilot, and followed the vessel into the bay.

Q.—What reason had you to make the land to leeward, the different directories pointing out the contrary route to anchor in the harbor?

A.—He says he came to windward, but the wind shifting to contrary he took to leeward, and perceiving the French vessel followed her, and anchored in the same bay. He has no chart of the island.

Q.—Why have you hoisted cartel colors?

A.—It is the custom since Captain Baudin came to Port Jackson. He hoisted the colors of both nations.

Q.—Were you informed of the war?

A.—No.

Q.—Did you meet with any ship, either at sea or in any port you put in at?

A.—Met one ship only 6 degrees or 7 degrees to the east of the Isle of France. Did not speak her, though desirous of so doing, being prevented by nightfall; met no ship at Timor.

Captain Flinders then made a general statement respecting the "Investigator." He declared that after putting in at Port Jackson he was obliged to abandon the vessel owing to it being entirely decayed. The Governor then furnished him with a ship to take him to Europe, but he had the misfortune to get wrecked on the east coast of New Holland in lat. 22 deg. 11 sec. on a rock, about 700 miles from Port Jackson, and 200 miles from the coast. He then embarked in the ship's boat, taking with him fourteen men, and left the remainder of his crew on a sand bank. On this occasion he took three charts of his voyage, particularly of the Gulf of Carpentaria. After 14 days' passage he arrived at Port Jackson, and remained there eight or nine days. The Governor then furnished him with the small vessel he is now in, and a ship to take the remainder of the crew left on the sandbank. The ship not being a Government vessel and bound for China, proceeded on her intended voyage with officers and people which had been left on the bank. Captain Flinders declares that of the two boxes brought by him, one contains dispatches directed to the Secretary of State, and the other was entrusted to him by the commanding officer of the troops at Port Jackson, and that he is ignorant as to what they contain.

Captain Flinders, to demonstrate the legality of his expedition and the veracity of what he has stated, opened in our presence a trunk sealed by him containing the papers having reference to his expedition, and gave us a copy certified by him of the passport, which was delivered to him by the First Consul and His Majesty the King of Great Britain, also a copy of his journal since the condemnation of his ship, the "Investigator."

Port North-West, Isle of France, the 26th Frimaire, 12th year of the French Republic (19th December, 1803).

CAPTAIN MATTHEW FLINDERS, R.N., AT MAURITIUS

Mr. C. A. Beare (a son of the late Mr. W. L. Beare, one of the founders of South Australia), who now resides at Curepipe, Mauritius, has forwarded to Mr. F. W. Giles (hon. secretary of the South Australian branch of the Royal Geographical Society), the following interesting statement made by M. d'Epinay and his brother concerning the detention of Captain Matthew Flinders in the Isle of France (now Mauritius). The brothers d'Epinay were both born in Mauritius—one in 1780 and the other in 1794. They were barristers and politicians. Both died in Paris, the elder at the age of 46, and the younger at the age of 45. Captain Flinders, who had finished the charting and sounding of the whole coast of Australia just previously (including that of South Australia and Kangaroo Island), was on his way from Sydney to England, when he put into Port Louis, Mauritius. It has always been supposed that he was arrested and kept a close prisoner there, and that his plans and charts were taken from him, dispatched to France, and there appropriated by the French geographers, who had sailed along the southern shores of this State at about the same time as he did. The version of the brothers d'Epinay, which, of course, is tinged with French sentiment, is as follows:—

STATEMENT BY MM. D'EPINAY.

Matthew Flinders arrived at Mauritius on board the schooner Cumberland, and anchored at the bay of the Cape at Savanneh, December 15, 1803. He had hoped to return to Europe on board the *Geographe*, Commander Baudin, whom he had met in Australia, but the *Geographe* had sailed and Baudin had died a short time previously. War had been again declared between France and England.

The Governor (General de Caen) saw a spy in Flinders and kept him prisoner on parole; on the island he enjoyed full liberty, and was there when England took it in 1810. Flinders had amongst his papers a free pass for the *Investigator*, but not for the *Cumberland*. He had abandoned the *Investigator*, but had omitted to transfer the pass to the *Cumberland*. A free pass must always bear the name of the vessel it is intended to protect.

Flinders entered the bay of the Cape, pursuing a small coaster, which took refuge there. De Caen then sent the Diligent, Captain Ruault, to bring the Cumberland to Port N.O. (Port Louis). On examining his log-book they found that part of his mission was "to find out the prevailing winds and tides of the port of Ile de France, the actual state of the colony, and of what use it and the dependencies of Madagascar would be to Port Jackson." De Caen considered that the disclosing of this part of Flinders' mission was sufficient to justify him in detaining provisionally Flinders as a prisoner, especially at the outset of new hostilities.

Flinders gets angry and writes an impertinent letter to General De Caen, the Governor. De Caen replies that he considered himself justified in detaining him:—

1. Because England has broken through all treaties.
2. That in India the English Government has refused to surrender the French possessions, which were to be restored according to the clauses of the Treaty of Amiens.
3. That the English Government has put an embargo on the French ship, the *Naturaliste*, notwithstanding the English free pass which she possessed.
4. Because part of Flinders' mission was to acquire the information above-mentioned.

Moreover, De Caen had referred to his Government, who had ordered him to detain Flinders at the Ile de France. Amongst the papers found in Flinders' possession was one mentioning that the Governor of New Holland had decided to exclude all Frenchmen from his territory in view of probable hostilities.

Flinders, on being asked why he entered the bay of the cape instead of openly arriving at Port N.W. (Port Louis), had the coolness to answer that he did not know its position. Considering Flinders' reputation as a navigator, De Caen refused to be duped by this excuse. When General De Caen, the Governor, received Flinders at Government House he is in full uniform and hat in hand. Flinders arrives with hat on and an aide-de-camp requested him to uncover. Flinders' letters to the Governor of the Ile de France are always written in an arrogant tone and dated from "my prison." Flinders is housed at the best inn of the town, Government pays his expenses, and he has

an allowance of 15 francs (12/) French money per day, which for those days was fully sufficient. Having cooled down, Flinders politely claimed his books and possessions. They are returned to him. He then expressed a desire to live with the other English officers who are prisoners of war. It is granted. Later on he asks to live in the country. This favor is also granted, but only on giving his word of honor that he will not attempt to leave the island or change his abode without warning the authorities.

No observations are made to him about his neglect of his most sacred promises, as he travels all over the island without permission. He is, however, kept under watch and it is found out that at night he takes soundings off the coast and has forwarded his notes to India. De Caen remains passive. During all this time the English papers see a victim in Flinders, and are abusing De Caen, while he is only an agent. On the taking of the island in 1810 Flinders is freed and returns to England, where he dies in 1814.

The year before his death he wrote a book, entitled "A Voyage to Terra Australis During Years 1801, 1802, and 1803." He also wrote an account of his sojourn in the Ile de France and his quarrels with De Caen. There exists at Mauritius a portrait of Flinders.

Papers taken out of trunks and delivered to Captain Flinders on the 17th Messidor, 12th year:—

One roll of finished charts.

One portfolio, containing miscellaneous papers, referring to the "Investigator's" voyage, and giving particulars for finishing the charts.

Two old log-books and two charts of preceding voyages.

Two bundles of papers and two old manuscripts of the "Investigator's" expenses.

Two books of letters and opened letters relative to the "Investigator's" voyages.

One journal and part narrative of the "Investigator's" voyage.

Received the above books and papers,

(Signed) MATTHEW FLINDERS.

Memorandum of papers, journals, and charts taken out of one of Captain Matthew Flinders' trunks:—

Four journals of the "Investigator."

Three finished charts.

Six unfinished ditto.

Seventeen bundles of private letters.

Three books of private letters.

One journal of Captain Cook's voyages.

Five journals of private narration.

Two rolls of printed charts, with several manuscript charts, having no connection with the present voyage, but having a connection with preceding voyages of English and French navigators.

Several blank books and blank paper.

Received the above,

(Signed) MATTHEW FLINDERS.

Copies of two other documents relating to papers, &c. taken from Captain Flinders' boxes have been received with the foregoing statements, but as both appear in Flinders' Voyages, Vol. II., pp. 462-3, it is not considered necessary to reprint them with these papers.

The Interior of Australia :

Some Notes and Incidents of Travel.

BY W. H. TIETKENS, F.R.G.S., EXPLORER, &C.

My first experiences of Australian bush life may be said to have commenced in January, 1865, when I was 21 years of age. I left Melbourne with the late Ernest Giles, the well-known explorer, whom I had met some time before in that city. Giles was then about to start on a journey to the country west of the Darling, the object being to examine and take up country for certain capitalists in the extreme north-west part of New South Wales. If I remember rightly, we had five horses, two riding and three packed. We travelled by way of Swan Hill to Balranald, and from there, instead of taking the longer river route to Wentworth and up the Darling to Menindie, Giles decided to take the back track across what was then called Scott's back country. At Balranald we were told that there would probably be a 100-mile stage without water on that route, and it turned out to be so. We kept the horses at their best walking pace for 36 hours, and then reached a tank belonging to Tareoola station, which was ten miles distant. On leaving Balranald we supplied ourselves with five bottles of water, and by using this very sparingly we managed to get through, but the horses were very much distressed. The last ten miles of heavy poreupine sandhills seemed to have been placed there to finish both man and beast. Arriving at the tank the horses and ourselves were soon swimming about and drinking much, to our inconvenience afterwards. Such was my first experience of dry country travel and thirst. From Tareoola we travelled easily up the Darling for 100 miles to Menindie, thence to Mount Murchison (now Wilcannia), another 100 miles. From this point we were to leave the Darling and go north-west to the Depot Glen of Captain Sturt, in the Grey Ranges, then north and north-easterly to Tongowoko, a position of Burke and Wills expedition of 1861, thence to the Bulloo and the lower part of Cooper's Creek.

At this time, 1865, very little settlement had been effected in the country west of the Darling. Messrs. Myers and Bonney had Momba station, about 60 miles west of Mount Murchison, and a Mr. Hazlewood was just forming a station for Messrs. Henty Bros., 40 miles further west, on Yencanya Creek, but in a general way comparatively little was known of the country west of the Darling. For my own part I looked upon this as almost an exploring expedition, views that, I think, were also entertained by my companion.

We reached Yencanya, and were kindly entertained by Mr. Hazlewood. The Darling River had been very low for a long time, and flour was £100 a ton. The river soon afterwards came down in flood, allowing a steamer to travel as far as Mount Murchison. Flour and provisions were once more plentiful. A large number of blacks were camped in the immediate vicinity of Yencanya, which gave Mr. Hazlewood good cause for uneasiness. I think he was glad of our presence for a while, as giving him additional security. I learned that some time after we had left the Paroo River blacks joined those of Yencanya and there was serious trouble. I may here say that Giles was on the Paroo the year before, and his companion, a young fellow named Curlewis, was killed by the blacks on that river. I have forgotten the circumstances. We left Yencanya, travelling by way of Binjiwilpi Spring and Yantara, to the Grey Ranges and the Depot Glen. All through this country, now fenced, and where there are now townships, rest houses, telegraphs, and mail roads, we travelled by compass, and at the time I am speaking of the native population was very numerous and had to be reckoned with.

Excepting perhaps Mr. J. C. Moore, who was at that time Commissioner of Crown Lands, stationed at Mount Murchison, I suppose Giles and myself were the first white men to visit the Depot Glen since it was abandoned by Captain Sturt in 1845.

We found the Grevillia tree marked "J.P., 1845," the spot where James Poole, of Sturt's Expedition, was buried; also the fallen-in remains of their underground dwelling, the stumps of many trees felled and partly overgrown with large second growths, also two trace chains that

were partly overgrown dangling from the fork of a mulga tree near the camp, and amongst the driftwood against the big gum trees in the creek channel, some distance beyond the Gorge, were found fragments of the boat that Captain Sturt

“Left floating on the waters of the Depot Glen,” and with which he hoped to plough the waters of the inland sea, which at that time was supposed to fill so large an extent of the interior. Fragments of this boat were taken to Melbourne, and, I believe, were placed in the Museum. Here there were substantial evidences of an expedition that was in the field about the same time as that of Dr. Leichhardt, the fate of which still remains a mystery. Again, in the drift sand of Morphett's Creek, on the Barrier Ranges, 100 miles further south, the greater part of a dray of Captain Sturt's expedition has been found. This dray must have been carried down by successive floods nearly fifteen miles below where Captain Sturt crossed or camped on this creek.

Evidence of Captain Sturt's presence at the Depot Glen, I have no doubt, may be seen to this day, notwithstanding the fact that a township has been in existence for some years in the immediate vicinity. Dr. Leichhardt had even a heavier equipment than Captain Sturt, but no vestige of his expedition has ever been found. The conviction is forced upon me that if any remnants of Dr. Leichhardt's expedition were above the surface of the ground they must have been found long ago. I have arrived at the conclusion that, baffled and beaten back by waterless country and heavy sandhills at every point except to the north, Leichhardt turned in that direction; and that the whole party was overwhelmed, and their remains have been silted over by the torrential floods of one of the rivers that convey the waters from the Gulf of Carpentaria to this region.

We crossed the track of Burke and Wills at Toro-woto Swamp, between Yencanya and Yantara, but it was very faint. Travelling in a north-easterly direction for several days, examining the country and looking for waters, we reached Tongowoko, where we found a camp of Burke and Wills. I remember seeing fragments of crockery lying about.

I omitted to mention that when at Menindie the verandah of C. Berry's store contained a great quantity of material of every description belonging to this party. No one appeared to be in charge, so people took what they wanted. Wright was supposed to have kept the Cooper's Creek depot supplied from this point, but he appears to have lived at Bothinjee, an out-station of Tolarno, a few miles down the river from Menindie. It was rumored at the time that Wright had waterbags hung round the verandahs of the hut, these being filled with bottled ale and stout to keep cool.

Lyons and McPherson were the only two men dispatched to Cooper's Creek and they appear to have nearly lost their lives in the attempt. I don't think they ever reached Cooper's Creek, or, if they did, they could not have taken any supplies. Many strange and some very amusing stories concerning this expedition were current in the neighborhood at that time, but, being mostly unfavorable to those who cannot refute them, they are better forgotten. Giles recommended certain tracts of country to his supporters. I quite forget how long this ramble lasted, but for the greater part of the time we were in unknown country. Upon our return to Mount Murchison (Wilcannia) we separated, Giles going to Melbourne, while I joined a party travelling to Adelaide with cattle, a three-months' journey, which I so thoroughly disliked that I have never again attempted it. I was glad to be once again in Adelaide, for I landed there in September, 1859, when I first came from England. An old couple lived there who had been very kind to me when in sore straits. I went to see them and was glad to be able to help them in a small way. Having once experienced something of a bush career, I was not inclined to change it for a city life, so bought a horse, saddle, and bridle, and rode back alone to Menindie. At that time there were no fences beyond Blanchetown. Anyone could go where he liked when travelling. At the North-West Bend of the Murray I met a party of three men, who wished to go to the Darling by way of the Wilpitarra scrub. I offered my services as pilot and was engaged, rather a forward thing for a youngster to do, 60 miles without any track, but something told me I could make for Pomorie pretty straight, and I did it. From that time out I considered myself a bushman. I remember writing about it to Giles, and his reply was, "Not at all bad."

For some two or three years I was engaged as overseer on a sheep station on the Barrier Ranges (Corona). Giles was about there occasionally. At this time I am tempted to relate one incident that happened. The partner of a neighboring station-owner was taken suddenly ill and I was asked if I could make a straight line for Menindie for medical help, which I undertook at once. We (Mr. King and myself) started that night well mounted and reached Menindie next day at noon, after hard riding. We found the doctor lying under a form in the bar of the public-house, and it took two days to persuade him to start. Meantime Mr. King rode back alone (by the road) with some few emergency medicines, I followed after with the doctor, who was very bad all the way. Unfortunately for the poor old doctor a heavy rain set in and we both were drenched. It was pitiable to see the old man, wet through, being urged on, but I got him to the station at last and in time to be of help. I learned afterwards that he sent in a long bill, over which there was some dispute, but Wentworth, the nearest place where such matters could be settled judicially, was 300 miles away, so I never heard how it was adjusted. When Corona station, upon which I was engaged, changed hands I went to Wagga, and while there Giles wired to me of his return from his first attempt to cross Australia, and of his hopes of raising another party for a further attempt, and, if successful, would I join? With the assistance of Baron von Mueller, a fund was raised, and to this expedition I was appointed second in command. The journals of this and subsequent expeditions are in print, so it is unnecessary to say more about them here.

It was upon the 1875 expedition, that was equipped by the late Sir Thomas Elder, and when the main party was camped at Oldea, that Giles went south to Fowler's Bay, while Jesse Young and myself went north to about S. lat. 27 min. 40 sec., and it was during this trip that I was much impressed with the pastoral capabilities of the north-eastern part of the Nullarbor Plains. Upon this journey I discovered Oldabinna, to which place the whole caravan removed, and from this point the whole party moved westward, and finally reached Perth.

Being anxious to qualify myself as a licensed surveyor, I did not return with Giles, but took steamer at Fremantle for Adelaide, where I was engaged surveying upon Yorke's Peninsula. In 1877 I went to England, and while there

met a distant relative, Mr. Leisler, of Glasgow, to whom I laid out my plan to develop the Nullarbor Plain by sinking wells, with the ultimate hope of opening up the whole of the territory between Fowler's Bay and the Musgrave Ranges. Mr. Leisler thoroughly entered into my project, and promised £1,000 upon my return to Australia. I passed the licensed surveyors' examination of South Australia and was then engaged for about 18 months in the Survey Department of New South Wales. In Sydney I met the Rev. J. E. Tenison Woods, to whom I unfolded my project of trying for water on the Nullarbor Plains, and had several interviews with him upon the subject. His advice was to go as far as possible beyond the crystalline limestones that prevail inland from the Great Bight; "the farther north the more likely you are of success."

Mr. Leisler had now placed £1,000 to my credit with Messrs. Elder, Smith, & Co., which, with about £200, formed the capital of this undertaking. Before leaving Adelaide I took out a lease of 100 square miles of country, to include Oldea Water, also a preferential right of 300 square miles of country, to include the position where I intended to put down the wells about 40 miles northerly from Oldea, and about 150 miles north of Fowler's Bay. I bought four camels from Sir Thos. Elder, and sent well-sinking plant, material, and provisions to Fowler's Bay by schooner. In due course all arrived at Oldea. A site was selected for the well about 40 miles north of Oldea and sinking operations commenced. There were many vexatious delays and constant trouble with the well-sinkers. The great distance from civilisation made it impossible to obtain adequate supplies of materials, food, and water. Owing to the nature of the ground, the wells had to be timbered to a depth of 30 feet from the surface, and, considering that suitable timber was scarce and difficult to secure, progress was extremely slow. This state of things continued for nearly two years, with the result that two wells were sunk, one about 60 feet which was then abandoned, and the other about 130 feet in which a small supply of water was struck, but, alas, it was salt. Unable to continue further operations for want of funds, I was compelled to abandon the undertaking, but feel sure that with further means a supply of water would have been obtained. About this time the South Australian Government had a diamond drill plant boring for water north of the Great Bight, which met with no

results. I wished very much that I had their appliances in order to continue my work. I might mention that an Adelaide merchant had a small interest in this undertaking, which hampered rather than helped, for he withdrew at a critical time, when financial aid was imperative, and I learned later that his interest in the matter was merely in furtherance of other schemes.

When I look back and think of the territory that would have been developed and now be profitably occupied if only one water had been secured north of Oldea, a feeling of disappointment prevails which even that sense of self-approval in having made the attempt will not always conquer.

I returned to Adelaide and practised as a licensed surveyor, and during this time was placed in charge of the Central Australian Exploring and Prospecting Association Expedition, the diary of which journey is in print.

This terminated my travels in the interior of Australia.

I was later offered the post of second in command of the Elder Scientific Exploring Expedition by the late Sir Thomas Elder, G.C.M.G., but owing to domestic affairs I was unable to accept the appointment.

Eastwood, New South Wales,
October, 1913.

The following is a list of the names of the members of the American Medical Association who have been elected to the office of President of the Association for the year 1911. The names are listed in alphabetical order of their surnames.

AMERICAN MEDICAL ASSOCIATION

MEMBERSHIP LIST

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RULES

OF THE

Royal Geographical Society of Australasia:

(SOUTH AUSTRALIAN BRANCH.)

The Royal Geographical Society of Australasia (South Australian Branch) was founded at a meeting of gentlemen held at the Town Hall, Adelaide, on the 10th July, 1885. It is substantially an autonomous Society.

TITLE.

1. The Royal Geographical Society of Australasia (South Australian Branch).

OBJECTS.

2. The objects of the Society are:—

- (a) Scientific—The advancement of Geographical Science, the study of Ethnology and Physical Geography, and the exploration of Australasia and the islands and seas adjacent thereto; and the acquirement of information as to the native races, the physical features, fauna, flora, and geological formation thereof.
- (b) Commercial—The study of Commercial Geography, the natural and artificial products, and the manufactures of various countries, with a view of promoting commerce.
- (c) Educational—The dissemination of knowledge relating to Physical, Commercial, and Political Geography, and Ethnology among all classes by means of public lectures and publications.
- (d) Historical—The collection and publication of Historical records of geographical interest and of memoirs of notable colonists connected with Australasia.
- (e) The compilation from reliable data of the Geography of Australasia.

3. The means by which this is sought to be accomplished are:—

- (a) By holding meetings for lectures, for reading papers by competent authorities, and for discussion thereon.

- (b) By recognising and assisting as far as practicable the efforts of explorers.
- (c) By forming a Library and Museum containing a collection of Works of Travel, Exploration, Ethnology, and of General Geographical and Scientific Literature, and also of Maps, Charts, Plans, and objects of general interest.
- (d) By corresponding with kindred Societies, whether Colonial or British, or Foreign, with a view to the exchange of information and publications.
- (e) By publishing, whenever practicable, a record of the Society's transactions, containing reports of the principal lectures and other information of Geographical and Ethnological interest.
- (f) By obtaining the adoption of a more uniform and systematic Orthography than has hitherto been observed in regard to the topographical names in the State.

CONSTITUTION.

4. The Society shall consist of Ordinary, Corresponding, and Honorary Members.

- (a) Any person may become an Ordinary Member subject to election and payment of the annual subscription.
- (b) Persons of distinguished scientific attainments who have promoted the objects of the Society may be elected Corresponding Members.
- (c) Honorary Members shall be elected from among such persons as have rendered valuable service in the cause of Geographical Science.

ELECTION AND PRIVILEGES OF ORDINARY MEMBERS.

5. Every person desirous of admission as a Member of this Society shall be nominated by two Ordinary Members; the nomination (to be in Form 1 of the Appendix), to be delivered to the Secretaries in writing, and submitted to the Council at its next meeting. The Council may proceed to the election by show of hands or by ballot if demanded.

6. Every person so elected shall, upon payment of his subscription, become a Member of this Society; and shall be presented by the Secretary with a Member's ticket and a copy of the rules.

7. The Ordinary Members of the Society have the right to be present and vote at all meetings of the Society. to introduce two visitors at the General or Ordinary Meetings upon entering their names in the Visitors' Book; but no visitor shall speak unless specially invited to do so by the Chairman. Each Member to be entitled to receive a copy of the Society's official publications and to have access to the library and other public rooms of the Society.

8. Any Member is eligible to be an Officer or Member of the Council of this Society.

9. The names of Members elected by the Council shall be announced to the Society by the President at its next ordinary meeting.

ELECTION OF CORRESPONDING AND HONORARY MEMBERS.

10. The Corresponding and Honorary Member shall be elected by the Council under the same conditions as laid down in Rule 5 for Ordinary Members, and such election shall be announced to the Society at the next Ordinary Meeting. They shall be exempted from the payment of fees, and may exercise the privileges of Ordinary Members; except that they shall not vote at any meeting of the Council.

GOVERNMENT BY COUNCIL.

11. The Government of the Society shall be vested in a Council, consisting of a President, Vice-President, Honorary Treasurer, two Honorary Secretaries, and twelve Ordinary Members of the Society, to be elected as hereinafter directed.

12. The Council shall have the management and control of the affairs, property, and funds of the Society.

PROPERTY.

13. The whole of the property and effects of the Society of what kind so ever shall be vested in three Trustees for its use, who shall be chosen at a General Meeting of the Society.

ELECTION OF PRESIDENT AND VICE-PRESIDENT.

14. The President and Vice-President shall be elected at the General Annual Meeting of the Society by show of hands (but a ballot may be demanded by not less than five members present at the meeting), and may hold office for a term not exceeding three years, subject to re-election. The President shall preside at all meetings of the Society and of the Council at which he may be present, or in his absence the Vice-President or a Member of the Council.

ELECTION OF HONORARY TREASURER AND TWO HONORARY SECRETARIES.

15. The Honorary Treasurer and two Honorary Secretaries shall be elected separately and at the General Annual Meeting of the Society by show of hands (but a ballot may be demanded by not less than five members present).

ELECTION OF ORDINARY MEMBERS TO THE COUNCIL.

16. The election of Ordinary Members of Council shall be by show of hands (but a ballot may be demanded by not less than five members present) at a General Annual Meeting of the Society, and two at least shall retire from office each year.

The two Members who have attended the least number of meetings of the Council shall so retire, but shall be eligible for re-election.

17. The President, Vice-President, or Members of the General or Administrative Council of New South Wales, of Victoria, or of Queensland, or other associated State, shall, when present in Adelaide, be admitted to the meetings of Council as Honorary Members.

DUTIES OF THE COUNCIL.

18. The Council shall have the management and control of the affairs, property, library, and funds of the Society, and shall transact all such business of the Society as is not required to be transacted by the Society at its stated Meetings, and it shall have charge of and edit all publications of the Society. The Council may also secure the services of any persons for special work.

19. The Council shall meet (as nearly as practicable) once in every month at such time and place as may be appointed. A Special Meeting of the Council may be convened at any other time on the authority of the President, or in his absence of the Vice-President, or otherwise of any two Members of the Council. Due notice of all Council Meetings to be sent to each member.

20. The Council shall prepare an Annual Balance-Sheet, a return of the attendance of its members, and a report on the operations of the Society for the preceding year, for presentation at the General Annual Meeting.

21. No business shall be transacted at any meeting of the Council unless five of its members are present; in case of equality of votes the Chairman shall have an additional or casting-vote.

22. The Council shall have power to fill for the unexpired term any vacancy that may occur in its own body, or in any of the offices of the Society; and it shall have power to declare a vacancy in any office whenever the incumbent of such office, by reason of absence from its meetings for three consecutive months without satisfactory explanation or from other causes, is deemed incapable of performing or unfit to perform his duties.

23. It shall be the duty of the Council to decide upon the papers to be read at the meetings of the Society and to determine as to their publication in whole or in part.

24. Any Member of Council personally interested in a question before the Council shall, if requested to do so by the President or Chairman, withdraw during its consideration.

DUTIES OF THE HONORARY TREASURER.

25. The Honorary Treasurer shall have special charge of all moneys, accounts, deeds, and securities; and shall see to the collecting of all moneys due to the Society, and shall submit quarterly to the Council a list of the names of such members as shall be in arrear with their subscriptions. He shall pay all moneys received into a bank account to the credit of the Royal Geographical Society of Australasia (South Australian Branch).

26. All accounts due by the Society shall be approved by the Council before being paid, and all payments shall be by cheque, signed by the Honorary Treasurer and by one of the Honorary Secretaries.

27. The Honorary Treasurer shall prior to the Annual Meeting of the Society prepare and submit to the Council an Annual Statement of Receipts and Disbursements; to be audited by Auditors appointed at the preceding Annual Meeting.

DUTIES OF THE HONORARY SECRETARIES.

28. An Honorary Secretary shall attend and take minutes of the proceedings of the Society and of the Council respectively, and see that all such minutes are entered in the several minute-books: The Honorary Secretaries shall keep a complete list of the Members of the Society, with the name and address of each accurately set forth; they shall conduct all correspondence and transact all the routine business, and shall have charge of all the property, books, maps, papers, &c., and shall see that the same are properly recorded and catalogued.

FEEs.

29. The subscription fee of Ordinary Members shall be half a guinea per annum, payable in advance, such subscription payable on or before April 1 in each year.

29a. At any General Annual Meeting, or Special General Meeting the Society may constitute any person a Life Member. A Life Member so constituted shall have all the rights, powers, and privileges of an Ordinary Member, and no subscription shall be payable by him.

30. A Member may at any time compound for future annual contributions by payment of the sum of £5 5/.

31. Members elected during the second half of the session shall pay half the usual fee for that year. No Member shall be responsible for any expenditure beyond his annual subscription.

32. Any Annual Subscriber who has not paid the year's contribution during the currency of the year shall be liable to have his name removed by the Council from the list of Members of the Society: Provided always that written application for the same shall first have been made by or on behalf of the Treasurer: And provided also, that the Council shall have power to restore the defaulter's name at his request and after payment of arrears.

SESSION.

33. Session shall commence on the 1st of April and last eight calendar months.

MEETINGS.

34. The meetings of the Society shall be:—

A. General Annual Meeting.

B. Ordinary General Meeting.

C. Special General Meeting.

35. The General Annual Meeting shall be held in the month of July, on a day to be fixed by the Council, to receive the President's address on the state of the Society, and to discuss such subjects as may be brought forward relative to its affairs and operations; and to make the elections for the ensuing year. If after a lapse of fifteen minutes after the time fixed for the meeting less than Ten Members are present it shall not be lawful for the meeting to proceed to business except for the purpose of adjournment, and the meeting shall stand adjourned until a day and time then resolved upon.

36. The Ordinary Meetings of the Society shall be held on such days as the Council may appoint.

37. No paper shall be read at any meeting which has not been notified to and approved by the Council; and every paper read before the Society shall be the property thereof, and immediately after it has been read shall be delivered to one of the Secretaries.

38. A Special General Meeting shall be called by the Council, when considered necessary, or when required by the requisition in writing of any five Members, the requisition to specify (in the form of a resolution) the purpose for which the meeting is required to be called; and at the meeting the discussion shall be confined to the subjects mentioned in the notice convening such meeting. Ten Members to form a quorum.

39. All meetings of the Society shall be convened by notice, written or printed, sent by the Secretaries to every Member resident in the State at least seven days before date fixed for meeting. The circular shall state, as far as convenient, the subjects to be brought before the meeting.

40. The President, or in his absence the Vice-President, shall take the chair at all meetings of the Society; or in event of his absence Members present shall elect a Chairman, being a Member of Council, if such be present.

INTER-STATE MEETINGS.

41. The Council may appoint a Member, or Members, to attend inter-State General Meetings when deemed necessary.

RETIREMENT OF MEMBERS.

42. Any Member may on payment of all arrears of his annual contribution withdraw from the Society by signifying his wish to do so by letter under his own hand, addressed to one of the Secretaries. Such Member shall, however, be liable to the contribution of the year in which he signifies his wish to withdraw, and shall also continue liable for the annual contribution until he shall have returned all books or other property borrowed by him of the Society; or shall have made full compensation for the same if lost or not forthcoming. Should there appear cause in the opinion of the Council to require the retirement from the Society of any Member a Special General Meeting shall be called by the Council for that purpose; and if three-fourths of those voting agree by ballot that such Member shall retire the Chairman shall declare the same accordingly; whereupon the name of such person shall be erased from the list of Members.

ARCHIVES.

43. The Archives of this Society shall be kept in Adelaide.

ANNUAL REPORT.

44. An Annual Report of this Society shall be published.

ALTERATIONS OF RULES.

45. No alteration of rules shall be made except at a special General Meeting convened for the purpose, of which due notice shall be given.

BY-LAWS.

46. The Council shall have power to make By-laws for the conduct of its business and the business of the Society generally: Provided no such By-laws shall be repugnant to the objects of the Society or to any rules made by the Society at any of its General Meetings.

RULES FOR ELECTION OF A MEMBER OF THE BOARD OF GOVERNORS OF THE PUBLIC LIBRARY, MUSEUM, AND ART GALLERY OF SOUTH AUSTRALIA.

(MADE 7TH JULY, 1911.)

BY-LAWS RELATING TO COMMUNICATIONS TO THE SOCIETY.

1. Every paper which it is proposed to communicate to the Society shall be forwarded to one of the Honorary Secretaries for the approval of the Council.

2. The Council may permit a paper written by a non-member to be read if communicated through a Member.

3. In the absence of the authors papers may be read by any Member of the Society appointed by the Chairman or nominated by the author.

4. No paper or communication read before the Society shall be published without the consent of the Council.

5. The Council shall decide, not later than at its meeting next following the reading of a paper, whether it shall be printed in the proceedings; and if not such paper may be returned, if desired, to the author.

6. All communications intended for publication by the Society shall be clearly and legibly written on one side of the paper only with proper references, and in all respects in fit condition for being at once placed in the printer's hands.

7. In order to ensure a correct report the Council request that the paper shall be accompanied by a short abstract for newspaper publication.

8. The author of any paper which the Council has decided to publish will be presented with twenty copies; and he shall be permitted to have extra copies printed on making application to the Honorary Secretaries and on paying the cost of such copies.

9. A proof corrected from the MS. shall be submitted to the author for revision.

The election by this Society of a Member of the Board of Governors of the Public Library, Museum, and Art Gallery of South Australia shall be conducted as follows:—

1. The election shall take place at a Special General Meeting of Members in October at a time and place to be fixed by the President, or in his absence the Vice-President, or by the Council.

2. Notice of such meeting and its purpose shall be advertised in two daily newspapers in Adelaide on or before the fourteenth day prior to the day of meeting.
 3. Nomination of any candidate in writing, signed by two members and accompanied by the candidate's written consent to election, must be lodged at the Society's Office not later than 48 hours prior to the time fixed for the meeting.
 4. The members present at the time appointed for the meeting may proceed with, conduct, and complete the election though they may be less than a quorum.
 5. If only one candidate shall be nominated in writing as aforesaid he shall at the meeting be declared elected.
 6. If several candidates are nominated as aforesaid the election may be made by a show of hands unless any member calls for a ballot, in which case it shall be by ballot. If three or more candidates are nominated no one shall be declared elected until he has received the vote of a majority of the members voting, the candidate receiving the lowest number of votes at each stage being excluded from the subsequent voting or counting.
- If the election be by ballot the voting shall, if the Chairman so direct, be by the voters denoting on the ballot papers the order of their preference between the candidates.
7. If no candidate be nominated in writing any member may be elected at the meeting, and the proceedings shall be conducted in such manner as the Chairman shall direct.
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APPENDIX.

FORM NO. 1.

The Royal Geographical Society of Australasia.

SOUTH AUSTRALIAN BRANCH.

NOMINATION OF A CANDIDATE FOR MEMBERSHIP

Name.....

Qualification or Occupation

Address.....

being desirous of admission into the South Australian Branch of the ROYAL GEOGRAPHICAL SOCIETY OF AUSTRALASIA, we, the undersigned members of the Society, propose and recommend him as a proper person to become a member thereof.

Dated this day of 191

Form of Legacy.

I HEREBY BEQUEATH to the ROYAL GEOGRAPHICAL SOCIETY OF AUSTRALASIA (South Australian Branch), the sum of

.....
to be devoted to the objects of the Society; and the receipt of the Honorary Treasurer of the said Society shall be a sufficient discharge for same.

APPENDIX

THE GREAT BRITISH MUSEUM OF NATURAL HISTORY

GEORGE ORR, F.R.S., F.R.S.E., F.R.S.M.

WITH NOTES BY THE EDITOR

1854

LONDON

Printed by

JOHN WILKINSON, STATIONER

AND PRINTER, 15, N. B. STREET

ST. MARTIN'S LANE

W. 1854

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